

**Department of Public Works (Operating & CIP – Continued)**

Honorable Mason K. Chock  
Honorable Ross Kagawa  
Honorable KipuKai Kuali'i  
Honorable Mel Rapozo  
Honorable JoAnn A. Yukimura  
Honorable Arryl Kaneshiro

Excused: Honorable Gary L. Hooser

The Committee reconvened on March 29, 2016 at 9:02 a.m., and proceeded as follows:

Committee Chair Kaneshiro: Good morning. I would like to call back to order the Budget & Finance Committee, and the Fiscal Year 2016-2017 Departmental Budget Reviews. Let the record reflect that we do have a quorum. On the schedule today, we are just going to be looking at the Department of Public Works (DPW) Engineering and then DPW Capital Improvement Projects (CIP). As we do every morning, we are going to take public testimony.

SCOTT K. SATO, Deputy County Clerk: The first speaker is Tommy Noyes representing Kaua'i Path, followed by Juno-Ann Apalla.

There being no objections, the rules were suspended to take public testimony.

TOMMY NOYES: *Aloha* Councilmembers. I am Tommy Noyes. I serve as the Executive Director of Kaua'i Path, the non-profit 501(c)(3) Advocacy Organization. I have copies of my testimony here for your reference, and I would like to read that. Dear Committee Chair Kaneshiro and Councilmembers, Kaua'i Path's Board of Directors strongly urges the Kaua'i County Council to approve the investment of approximately \$2,000,000 in county funds to leverage the \$13,800,000 Federal Transportation Investment Generating Economic Recovery (TIGER) award. Towns with active transportation infrastructure connect residents with schools, commercial and government, and medical offices thereby creating an integrated livable community with low cost transportation options. Accordingly, some six hundred (600) communities around the country prepared and submitted applications for these highly sought after TIGER funds. Because Kaua'i's proposal to implement the Lihu'e Town Core Mobility and Revitalization Project includes comprehensive public input and incorporates best traffic flow design practices, our proposal is among the five percent (5%) of communities selected for funding. Taking full advantage of these federal funds will result in Lihu'e, the heart of Kaua'i, being more desirable as a place to live, work, and play. Lihu'e has the opportunity to serve as an example of best development practices for the entire island. Kaua'i Path's goal is improved health outcomes for Kaua'i residents. We are honored to be a committed partner with the County of Kaua'i in implementing smart changes to the built environment that will result in better health outcomes, and we urge the County Council to do everything in its power to expedite and support TIGER funded projects such as the Lihu'e Town Core Mobility and Revitalization Project. Sincerely on behalf of the Kaua'i Path Board of Directors, Tommy Noyes, Executive Director.

Committee Chair Kaneshiro: Thank you.

Mr. Noyes: Thank you.

Mr. Sato:  
Griffin.

Next speaker is Juno-Ann Apalla, followed by Pat

JUNO-ANN APALLA: Good morning and *aloha* Councilmembers, Council Chair Rapozo, Vice Chair Kagawa is not here, but Councilmembers Chock, Hooser, Yukimura, Kualii, and Committee Chair Kaneshiro. I am Juno-Ann Apalla, a graduate of Pacific University of Oregon and an alumni of Kaua'i High School, Chiefess Kamakahelei Middle School, and Elsie H. Wilcox Elementary School. After four (4) years of undergraduate study, I traveled across the nation to New York and then to Europe under a scholarship for Media Arts in Spanish Literature, only to find my heart is in Kaua'i, and I want to be welcomed home because I am the most happy and healthy here. In fact, with your encouragement, I am inclined to participate in the conversations about my future and the healthy growth of our island without fear of expression and innovation. I thank you for enabling me to do so by sincerely listening to my testimony asking you to approve the budget allocation from the TIGER grant towards the revitalization of the heart of Kaua'i, Lihu'e. This place needs to be a safe and dynamic place to live, work, and visit, and like most of my peers, a place welcoming us home. I testify before you to give echo to an underrepresented group here in this Council Chamber, and I speak because I want to serve the very community who raised me alongside my loving parents, Dr. Antonin Apalla, Jr. and Mrs. Nancy Apalla. I am twenty-seven (27) years old and in my lifetime, I learned to be much more frugal with my finances, and the financial crisis in 2007 and 2008 was just in time for me to graduate high school and enter college. Now, we do not see the crisis on our streets like our grandparents, but I felt it. Ever since graduating college, I have not lived outside of poverty, and I believe this is just a symptom of our environment. The proposal in front of you is earmarked for revitalizing the Lihu'e Town Core, which gives me hope for a more affordable housing situation as an independent working adult, it enables me to cut down on personal vehicular expenses via shared use paths and bike lanes on highways, and on this note, end my testimony with deep respect for all of you. Thank you very much.

Mr. Sato: The next speaker is Pat Griffin representing the Lihu'e Business Association (LBA), followed by Larry Feinstein.

PAT GRIFFIN: Good morning Committee Chair Kaneshiro, Council Chair Rapozo, and Councilmembers. I am Pat Griffin, the President of Lihu'e Business Association. We, the LBA, strongly support funding the County's portion of the TIGER grant in this year's capital improvement budget proposal. Lihu'e is forecasted to grow more and faster in the next twenty (20) years than any other district on Kaua'i. That growth will bring jobs and increase the need for infrastructure and additional goods, services, and especially housing. As an aside, providing more housing for people to live close to where they work and not be forced to commute through the stressed Kūhiō and Kaumuali'i corridors is one (1) way to lessen the traffic that is on State built roads. TIGER can help. Lihu'e is a much trafficked area. It remains an essential transportation conduit and the gateway to Kaua'i from both air and sea. Furthermore, most Kaua'i residents have reasons to frequent the town center since Lihu'e is the seat of county government and the home to State government agencies as well as to significant federal agencies such as the Social Security Administration. Improvements to the town's passageways made possible by TIGER can benefit everyone. The new Rice Camp senior apartments have already enabled more *kupuna* to live in central Lihu'e. They will be considerably assisted along with the many residents of Lihu'e Court Townhomes among others, by walkability enhancements specifically planned for implementation with TIGER funds, enhancements that provide safe pathways for our *keiki*, too. We often hear people complain grudgingly about needing to go to town on business these days, but central Lihu'e was once the happening place on Kaua'i; the Friday *pau hana*

destination for families, and a major shopping hub. Downtown Līhu'e has suffered a steep decline in commerce in the past generation. Beyond the transportation aspects of TIGER, the grant is focused on generating economic recovery, the G-E-R part of the TIGER, will further the steps begun in the County Council adopted Civic Center Master Plan and the Town Core Urban Design Plan to revitalize the area and help it regain its place of pride in the Kaua'i community. The LBA is aware that some of our neighbors have questioned why Līhu'e should receive the funds rather than spreading the wealth to other parts of Kaua'i, which also struggle with problems such as traffic woes. We are sympathetic. Many of our members live outside of the Līhu'e district, but we also understand that some of the constraints of this targeted funding were being deadline ready to roll proposals. Therefore, we encourage to vote unreservedly to fund this project, not to fall into the trap of judging it as it an exclusive boon only to one (1) district or as it everywhere or nowhere proposition. Judge it instead as a remarkable opportunity and a jumping off point for many other chances to assist our neighborhoods throughout Kaua'i *nei*. Thank you.

Mr. Sato: The next speaker is Larry Feinstein representing Kaua'i Beer Company, followed by Dr. Addison Bulosan.

LARRY FEINSTEIN: Good morning Council. I am Larry Feinstein, and I am with the Kaua'i Beer Company. I have submitted written testimony and thought that I would read it, and just make a really brief comment after. It is a pretty short note. The Kaua'i Beer Company is in a very interesting position when it comes to discussions about regenerating community involvement with the island's historic downtown. When we nervously opened our doors in September 2013, we had no idea what our future would be. Much to our ongoing amazement and humility, we have brought the downtown to life. In a few short years, Truck Stop Thursday has become an institution, a social magnet for residents and visitors alike. The Kaua'i Beer Company has brought people back to Rice Street. At its core, we have brought the community back to the heart of Kaua'i and our success is proof of the need. We never planned on being in the center of the downtown discussions, but we are. We frequently find ourselves being mentioned as the example of the possibilities envisioned for future growth. We take this as a responsibility, and champion the cause. We strongly support you approving the funds necessary to activate the TIGER grant. We all need to understand that we are talking about future of Kaua'i and it requires some different standards than business as usual. Like everything in life, change is the only constant we can count on. We see tomorrow every day at The Kaua'i Beer Company. What we are addressing here is the world we want to leave for those who come after. Lifestyles are changing and we need to change with them. Millennials are moving back to the urban environments and new infrastructure is vital to them. Senior housing is bringing their parents and grandparents back to town, and they deserve to be safe and comfortable. Most of all, on behalf of those too young to have a voice in these proceedings, we urge you to support the TIGER grant because they are entitled to have every possible opportunity to thrive on their island. The only other thing I wanted to mention is that we were a part of discussions relating to the rebranding of Rice Street, for which funds were allocated and spent. It would seem like a natural growth or linkage if we are going to be rebranding Rice Street, then we have to reface Rice Street, otherwise, that was money that was poorly spent and I know that was not the intention of the Council. I thank you for your time, and look forward to seeing you at the brewery.

Mr. Sato: The next speaker is Dr. Bulosan, followed by Lelon Nishek.

DR. ADDISON BULOSAN: Hello. I am Dr. Addison Bulosan representing myself and my office, The Specific Chiropractic Center which is right down the street on Umi Street. I E-mailed my testimony yesterday, and thank you to the members who replied to me. Thank you for your information. I am addressing the Budget & Finance Committee Chair Kaneshiro, Council Chair Rapozo, the whole Kaua'i County Council. I am going to read part of it and then add on a few pieces just to be a little bit more coherent with some of the testimonies today, because a lot of it is really in support. I want to make it sure clear I am also in support and testifying on that behalf, that I would love for the County Council to approve the budget allocations to support and allow us to utilize the TIGER grant so we can actually make some changes to the Līhu'e area. I am going to reference some of the reasons based on just personal experience. Being born and raised in Līhu'e, right down the street from my office, I literally walk from my office to my house every day, Monday through Friday, and sometimes Saturday and Sunday if I have to do some paperwork. I am sure you folks know the feeling. Every morning at 7:00 a.m. I am walking on that street utilizing all of the public transit you folks have already established on Hardy Street, and then I get on to Umi Street and walk all the way through Umi Street down past Aloha Furniture and to my office. It is a nice five (5) minute walk, and it is a nice five (5) minute walk because in the past few years since I returned home, you have done the changes that I was hoping to happen at some point in my life when I was a little kid being born and raised since 1986, right down the street. One of the toughest for my parents was allowing us to go outside and play because it was not as safe as we wanted it to be. Now, it is a much safer place. So being away for ten (10) years and moving back home the past two (2) years, I have really been seeing a lot of family and friends actually utilizing the parks, walking on the streets, doing runs in the morning, and in the afternoons walking to The Beer Company and back. I am not sure if I can speak on behalf of the businesses in Līhu'e, but for my business, that is foot traffic that I never thought I would have expected. In fact, when I moved back home, the reason why I wanted to live in Līhu'e and practice in Līhu'e was because we know everyone travels to Līhu'e, but do not necessarily stay in Līhu'e for fun and the things we expect. Looking at the TIGER grant and seeing the things that it could do for us is really exciting. That is what I wrote in my testimony, that I am really excited for that, because there is a big cohort of people just like me who fit in this category between twenty-five (25) years old and thirty-five (35) years old who would really want a safe place to live, not have to urban sprawl and build houses far away and drive back to town, but to live in tiny homes or spaces less in one thousand (1,000) square feet and spend less money and be in a place that is safe and allows us to be there. Thank you so much for your time.

Committee Chair Kaneshiro: Thank you.

Mr. Sato: The next speaker is Lelon Nishek, followed by  
Palmer Hafdahl.

LELON NISHEK: Good morning Councilmembers. I am Lelon Nishek. I own and operate Kaua'i Nursery and Landscaping. I have been on Kaua'i since 1963 and I have seen a lot of changes take place from thirty thousand (30,000) people to sixty-five thousand (65,000) now. I think some of the most drastic changes that have taken place is the infrastructure has not kept up with the population growth and with the needs of the business community. I am really glad that the County went ahead and applied for this TIGER grant, and I would like to see the Council fund it. I think it is money that would be well used within the community and really benefit the community in many ways. Thank you.

Committee Chair Kaneshiro: Thank you.

Mr. Sato:

Our last registered speaker is Palmer Hafdahl.

PALMER HAFDAHL: *Aloha* respected Chair and Councilmembers. I am Palmer Hafdahl. I am here as the owner of Palms Hawai'i Architecture LLC. I have been on Kaua'i since 1992 prior to Hurricane 'Iniki. My business is presently located in the Līhu'e Plantation building. Since 2000 when the building first turned commercial after sugar moved out, my office was one of the first to move into the building. Those of us who were here before remember fondly the sugar, and I remember watching the last parade of cane haul trucks going down Rice Street. Shortly thereafter somewhat through the nascent Līhu'e Business Association, myself, Pat Griffin, and several other community members supported an opportunity that the American Institute of Architects of Honolulu brought over to look at Līhu'e Town Core in terms of giving it a future and what it would take to make development positive in Līhu'e. We devoted several brainstorming sessions on that and came up with ideas for the town core back in 2001 that developed into the town core plans from the same members who then supported the town core plan and Civic Core Center, and just served as a resource to the community in developing those plans. I remember at the time, going back to O'ahu to receive an award for that study in 2001, and one of the respected architecture colleagues said, "It is just sent going to work in spite of all of your efforts." The way that development moves forward is town cores just go vacant, dry up, development is around it when there is enough economic pressure around it, then those town cores fill in again. To me, this seems like an opportunity, and I think that is why the federal government is investing in it. It is to avoid that decay and that squandering of resources to put money into developing an infrastructure that will attract businesses and create the kind of vitality that we need to make the town core a place where community can grow. I had the good fortune of working with some of the businesses as an architect along Rice Street and of course, in order to invest in the businesses, they have got to see the future in improving their facilities. I think this is a wonderful opportunity for the County to capitalize on a relatively small investment for the resources it will take to create the infrastructure that will spur the kind of growth that we want for the community. Thank you very much.

Committee Chair Kaneshiro: Thank you. That is it. Anyone else in the audience wishing to testify on this? Anyone else wishing to testify for a second time? If not, we will get back to our meeting. Thank you to the people who testified. Lyle, while the rules are still suspended, we are going start on the Engineering Division.

LYLE TABATA, Acting County Engineer: Good morning Members, Lyle Tabata, Acting County Engineer. Excuse me while I bring out all of my backup documentation. To continue from yesterday, the mission of the Engineering Division in DPW is to protect the public health, safety, and property, as well as the environment through proper planning, design, development, operation, and maintenance of the County's infrastructure, and through the administration of the sediment and erosion control, storm water runoff system, driveway approach, land use, and complete streets codes, resolutions, and ordinances.

Successes and achievements obtained in last year include: we maintained an average review time for subdivision plans, grading plans, and other construction plans of thirty to forty-five (30-45) days; grading permits reviewed, processes and issued, seventeen (17); currently open and active, we have forty (40) permits under review; inspected and closed out, twenty-one (21) permits; an increasing number of grading permits being reviewed, approved, and inspected are for large projects including subdivisions and major developments; road permits, reviewed process and issued thirty-six (36) permits; currently open and active, we have thirty-five (35) permits; inspected and closed out, we have nineteen (19) permits;

driveway permits, reviewed, processed, issued, and inspected and closed out, we have seventy (70) permits. The Engineering Division also worked with the Mayor's Office, the Planning Department, the Department of Finance, and the community to apply for the TIGER grant from the United States (U.S.) Department of Transportation to revitalize and enhance mobility within the Lihue Town Core area. Kaua'i County was awarded \$13,800,000 through the program, where only five percent (5%) of the applicants are awarded a grant. The Engineering Division participated in the development of the project component, and produced the conceptual design and other graphics used in the application. The Engineering Division completed the following projects: collector roads resurfacing in the Kapa'a area to resurface a portion of Olohena, all of Ma'ilihuna Road, and a portion of Hau'a'ala Road. The entire Hau'a'ala Road is not federal aid, but the portion that is federal aid was resurfaced. We completed the Wawae Road Guardrail Project and the Lae Road Guardrail Project. The Engineering Division also started construction on the following projects: Kōloa Road Guardrail and Safety Project; Wailana Pedestrian Bridge Replacement Project, which is anticipated to be completed sometime in June of this year; Hoala Street to Rice Street path project, which is anticipated to be completed in May; and completed the in-house design for the 2015 Island Wide Roadway Resurfacing Project and assisted the Roads Division during the bidding and construction phase. The Engineering Division also finalized design by consultants went through the bidding process and issued notice to proceed for the following federal aid projects: repairs to the Kapahi Bridge and Puhi Road Rehabilitation Phase I; currently managing consulting design for the following projects, 'Ōpaeka'a Bridge replacement, Pu'u'ōpae Bridge replacement, Kanaele Road repair and stabilization, and the Hanapēpē Road resurfacing and retrofit project. Further, the Engineering Division recently selected consultants are in negotiations for design contracts for the following federal aid roadway projects: Puhi Road rehabilitation Phase II, the Kawaihau Complete Streets safety improvements for Kawaihau Road, Ma'ilihuna, and Hau'a'ala, as well as sidewalks and crossing improvements; the Po'ipū Road Multimodal project, which includes two (2) proposed roundabouts, sidewalks, turn lanes, and bicycle lanes; Safe Routes to School for King Kaumuali'i Elementary School and Kōloa Elementary School. Other projects that recently selected consultants and are in negotiations for design contracts include Salt Pond Wastewater Treatment project and 'Aliomanu Road stabilization. The Engineering Division is also currently working on procuring consultant services for the following projects: the Twin Reservoirs decommissioning and the 'Anini Bridge #2 replacement. Other successes that the Engineering Division accomplished include that they provided significant design expertise to the Building Division about design details and changes during construction of the Hardy Street Complete Streets project, which has recently been completed; currently conducting in-house design for the following projects: Waa Road drainage, Safe Routes to School crosswalk improvements, particularly the rectangular rapid flashing beacon signs for Kekaha Elementary School, Kalāheo Elementary School, and Kapa'a Middle School; structural improvements for the automotive shop, which you heard earlier; and the Hanapēpē Bridge repairs. Further, in working with the Planning Department, the Engineering Division revised the roadway design standards in part to better implement complete streets; assisted various departments and divisions with the following survey requests: Lepeuli Shoreline Certification, Kekaha Safe Routes to School survey, Hoala Street to Rice Street path survey; and Kawaihau Elevated Boardwalk survey.

Challenges of the Engineering Division include that in 2015, there were three (3) members of our staff resign or retire, including two (2) engineers and the county surveyor. We filled one (1) of the engineering vacancies in 2015, and we are in the process of filling the other engineering position. We are in the process of reallocating the county surveyor position, which was recently approved, to a lower reclassification in order to reduce our budget and fit the current needs of surveying of the County. Engineering positions critical as we continue

to increase the amount of engineering work that is done in-house on minor projects, thereby saving funds on hiring consultants. For major (typically federal aid) projects, the same staff manage design consultants. We are managing more major federal aid projects than we have in many years. The shortage of staffing coupled with the high workload, has made it difficult to both manage and design projects within the desired project deadlines. As the economy continues to recover, there are an increasing number of projects and permits being submitted for review and constructed by developers and others. All positions within the regulatory review section are currently filled; however, we have been borrowing staff from the regulatory section to assist with design. The vacancies make it challenging to keep up with the rate of submittals and construction.

Goals and objectives. Improve in-house design capabilities. During the last year, we designed three (3) projects from start to finish, including topographic survey, geometric design, and planned production. We also implemented Complete Streets. We are developing designs in-house for simple primarily restriping projects and crosswalks, marking pedestrian lanes, and at the same time, providing bicycle lanes. We are incorporating Complete Streets principles in our major projects where appropriate, sometimes with negligible additional costs. For example, we have changed striping plans to provide paved shoulders that allow motorists to overtake bicyclists without delay. For the design of the Puhi Road Rehabilitation project, the Complete Streets efforts were primarily focused on adding a sidewalk on one (1) side of the road. The primary concept behind complete streets is to implement pedestrian and bicycle facilities whenever a road is being worked on. Without considering Complete Streets, Puhi Road would have been constructed with two (2) travel lanes and wide shoulders, which would have accommodated motorists and bicyclists quite well, but because the Līhu'e Community Plan and other documents called for sidewalks on Puhi Road, we added a sidewalk to the eastside of Puhi Road as a part of the construction project that is about to start. Adding the sidewalk does increase the cost somewhat, but it is far less expensive to add the sidewalk during the rehabilitation project than to come back later after-the-fact and construct the sidewalk. Another goal/objective is revamping our surveying capability. We are reallocating the vacant county surveyor position to a lower job classification due to less need for supervisory staff, and we anticipate filling the position with someone who has experience with computer based surveying and mapping techniques so that overall, our surveying capabilities will be enhanced for conducting in-house surveys in preparation for in-house designs. The Engineering Division has further set a goal of reviewing permit fees and proposed fee adjustments, if deemed appropriate. We are proposing no action this year due to our workload. Another goal/objective is to prepare shovel ready projects should the General Excise Tax (GET) surcharge and other sources of funding become available in Fiscal Year 2018. We had a plan which is as follows: Year 1, to resurface the following collector roads: 'Aliomanu Road, Anahola Road, Haleilio Road, Kukui Road, and Kukuihale Road; Year 2, we had planned for Aku Road, Po'ipū Road, and Weke Road; and Year 3, we had planned Hulemalu Road, Kā'ana Street, Nonu Road, and Puaola Street. As for bridges that we had scheduled to implement work on with the GET money was to help the federal aid match for 'Ōpaeka'a Bridge and replacing 'Anini Bridge, which you can see these bridges were built in 1891 and 1911, respectively; complete preventative maintenance for Waimea District Federal Aid Bridges: the Mānā Bridge, which was built in 1930, and Kōke'e Bridge, which was built in 1920 vintage; preventative maintenance in the Kōloa District Federal Aid Bridges, which include the Lāwa'i Bridge, which was built in 1920, Ōma'o Bridge, which was just constructed in 2004 and would still need to be revisited to extent its useful life, Po'ipū Bridge, which was built in 1998, Kōloa Bridge, which was built in 1928, Kukui'ula Bridge, which was built in 1980, Wailana Bridge #2, which was built in 1936, and Wailana Bridge #4, which was built in 1910; preventative maintenance for the Līhu'e District Federal Aid Bridges include Ho'omana Bridge, which was built in 1920 and the Nāwiliwili Bridge, which was built in

1920; preventative maintenance for Kawaihau District Federal Aid Bridges include Akulikuli Bridge, which was built in 1989, Kainahola Bridge, which was built in 1950, Kamali Bridge, which was built in 1975, Hau‘a‘ala Bridge, which was built in 2010, and Olohena Bridge, which was built in 2005; and finally, preventative maintenance for the Hanalei District Federal Aid Bridges include Kilauea Bridge, which was built in 2009, Pu‘ukumu Bridge, which was built in 1920, and Kiaki Bridge, which was built in 1921. So you can see that the Engineering Division has been tasked with quite a workload, and I know this is not the place to talk about GET, but we really would appreciate consideration.

Finally getting to our financial summary, again, even though we had an increase in salaries previously in the Engineering Division because we reallocated positions downward to lower our operating costs, simply because with vacancies and people retiring, that is our opportunity to then lower our costs and bring in at entry level. The Engineering Division has a four and a half percent (4.5%) reduction in the budget overall.

Committee Chair Kaneshiro: Do we have questions on the presentation?  
Councilmember Yukimura.

Councilmember Yukimura: Thank you for a very good presentation, Lyle. On your list of projects should GET or other source of funding become available, is this list that you have given us, and it is a very compelling list for me because it shows how long we have kicked the can down the road when we have bridges built in 1891 that need repair. Is this list equivalent in costs to \$8,600,000, which is the annual amount you projected you would need for road and bridge repair per year?

Mr. Tabata: Per year?

Councilmember Yukimura: Yes.

Mr. Tabata: Yes. I just basically summarized the first three (3) years' worth of work that we had presented.

Councilmember Yukimura: Oh, this is three (3) years' worth?

Mr. Tabata: Yes.

Councilmember Yukimura: So that is \$24,000,000 about?

Mr. Tabata: Yes, exactly.

Councilmember Yukimura: \$25,000,000.

Mr. Tabata: Just in what the Engineering Division would do. We then have what the Roads Division would do in just local road resurfacing.

Councilmember Yukimura: Okay.

Mr. Tabata: So this needs to be combined with the Roads Division's work.

Councilmember Yukimura: I see, Year 1, Year 2, and Year 3.



Mr. Tabata: Right.

Councilmember Yukimura: Is this your portion of the work that is done in this sequence of work that has to be done in order to...

Mr. Tabata: That we had planned, scheduled, and created to support the use of funds.

Councilmember Yukimura: Right.

Mr. Tabata: And this would be what the Engineering Division's role would be in supporting these projects.

Councilmember Yukimura: Understood. Thank you. Let us see, you do show a great transition in your staffing, and you name it as one of your challenges, that so many people have left either for retirement or for other jobs. Do you do exit surveys, especially of the young ones who are not retiring, but are actually leaving the job?

Mr. Tabata: Yes.

Councilmember Yukimura: You do?

Mr. Tabata: The Department of Human Resources (HR) is the repository for these exit surveys, and the feedback we have gotten has helped us improve our training program because we have hired young engineers who have come in and we have had noted deficiencies from which we have learned from, and are able to give them greater opportunity for a variety of actions that they can be working on within the division.

Councilmember Yukimura: So by dropping your salaries to entry level, do you think you can still get what you need?

Mr. Tabata: I believe we have been able to recruit; however, it is still a challenge. We always want to pay more; however, we can only pay what our market will bear and allow us to recruit from.

Councilmember Yukimura: The thing is that if you hire brand new engineers, your training costs and time to train are the other side of the coin, right?

Mr. Tabata: Right.

Councilmember Yukimura: If you raise the salary level and get more experienced engineers, then presumably your training costs and time would be less, but unless your salary level reaches a certain threshold, you would not get that engineer that does not need as much training.

Mr. Tabata: You are correct.

Councilmember Yukimura: Do you feel you have a good strategy for getting the...especially based on exit surveys and the information you got from it, are you pegging your salaries with those things in mind?

Mr. Tabata: Some of the more significant reasons why our young people have left was being pigeon holed and not given opportunities to learn or be experienced in other areas within the division, it was more than pay.

Councilmember Yukimura: Okay.

Mr. Tabata: I believe with Michael coming on-board, we have been addressing it, not entirely, but we are trying our best to spread the workload around and give them more opportunities in alternative areas. I believe that is stated in one of his comments that although we have regulatory needs, we also have had the crossover to help with designs with the younger people.

Councilmember Yukimura: That is great. The young people are looking for interesting work.

Mr. Tabata: I am going to say that the young generation, with all of their experience or their expertise in using technology, are very quick learners.

Councilmember Yukimura: Yes. In your goals and objectives, improve in-house design capabilities, you say that you designed three (3) projects from start to finish, which to me is impressive. It probably would have cost a lot more to go out into private contracting.

Mr. Tabata: Yes.

Councilmember Yukimura: Were the young engineers involved in this?

Mr. Tabata: Yes.

Councilmember Yukimura: Right, and they left?

Mr. Tabata: Yes, but we have new people coming in.

Councilmember Yukimura: Okay.

Mr. Tabata: Like I said, we have some talented young people out there.

Councilmember Yukimura: Yes.

Mr. Tabata: And hopefully we can retain them.

Councilmember Yukimura: The challenge is to retain them.

Mr. Tabata: Yes.

Councilmember Yukimura: Well, I appreciate all of the different things that you are looking at to do that.

Mr. Tabata: I wanted to add that a couple of the people who left did not want to continue working in the government arena. With construction booming,

they wanted to look at that opportunity to work in the construction field, so not necessarily in the design and regulatory arena.

Councilmember Yukimura: Thank you.

Committee Chair Kaneshiro: Councilmember Kagawa.

Councilmember Kagawa: Thank you. Lyle, you pointed out numerous bridges, and I cannot even recall all of them, that are very old and been neglected for close to one hundred (100) years. My question is with the current state of our finances, and you made a plea again for the GET so we can accomplish it, but it is our job to approve the GET, and if you do not get it, you have to live with what you have. How are you going to address and prioritize with limited funds, what bridges you are going to go for first? Are you going to use the more highly-used bridges as a priority or are you going to use the ones that even if it is in Mānā and less traveled, but it is in worse condition, you are going to do that first? We are basically in this position because we neglected the need to do and tackle some of these bridges for many years. I do not know if you were on-board five (5) years ago, but we had over \$50,000,000 and we touched nothing. We tried to fix Hanapēpē Bridge given that, we had a road block somewhat, and we already went over that. Basically, we had large surpluses five (5) or six (6) years back, and I do not know if you were here again. But when are we going to get started? It does not seem that money was the obstacle. We had money five (5) or six (6) years. We went after more federal matches and accomplished no bridge fixing. What is the strategy?

Mr. Tabata: Good question. I have been here six (6) years, and I am going to be honest with you, we were not ready. We did not have Engineering structured and we did not have our abilities in-house to create projects that we have today. With the reorganization of the Engineering Division, I believe the last three (3) years Mr. Dill and I came to Council every budget session to explain our plan of how we are restructuring and rebuilding our design capabilities and our project management capabilities. I believe that we are at the point where we are ready. Even though I only have two and a half (2½) years left, I feel that the legacy we are going to leave and the structure that we have in place should be able to carry these projects forward. We have that money, yes, but we used them on other areas that are pressing. We used that as some of the seed money to start creating projects that we have that are out there right now being worked on.

Councilmember Kagawa: I understand that.

Mr. Tabata: And the priorities are set based on...we have all of these federal aid road projects. Every two (2) years we have bridge inspection report and based on their recommendations, that is why we created the Roads Division, the bridge maintenance repair crew. They are addressing what we can without doing major reconstruction, but the ones that are requiring major reconstruction are the projects we are bringing forward now.

Councilmember Kagawa: Again, with limited funding, which are ones are we going to tackle first?

Mr. Tabata: We have priorities. The ones that I have listed here are the priorities.

Councilmember Kagawa: But I thought all of them are priorities, but I am wondering...

Mr. Tabata: That is why I have Year 1, Year 2, and Year 3.  
That is the process.

Councilmember Kagawa: That is the priority process?

Mr. Tabata: Yes.

Councilmember Kagawa: Is bridge engineers not so difficult...

Mr. Tabata: It is a structural engineer. We have one (1) structural engineer in-house, but the major biennial inspections that we have, we contract out.

Councilmember Kagawa: So we are going to contract that out?

Mr. Tabata: And we have a consultant who comes in and provides us a report every two (2) years. I believe we have forwarded those reports to you, but I can do those again.

Councilmember Kagawa: Yesterday you said forwarded a lot of reports, but according to staff, we did not receive it. I think it is either stuck in the Mayor's Office or what have you.

Mr. Tabata: I believe in the next month, we have responded.

Councilmember Kagawa: I know you have.

Mr. Tabata: Many response requests.

Councilmember Kagawa: Thank you.

Mr. Tabata: I have been pushing that to get those to you.

Councilmember Kagawa: Thank you. I am not blaming you. I am saying sometimes it gets stuck from you through the Mayor's Office, the protocol, I guess. Thank you. Thank you, Committee Chair.

Committee Chair Kaneshiro: Councilmember Chock.

Councilmember Chock: Thank you, Lyle. I wanted to ask about the fencing that was in last year's budget. I do not see it this year. Have you encumbered those funds and are we moving forward on it?

Mr. Tabata: We are in the process, yes.

Councilmember Chock: Do we have the shoreline certification?

Mr. Tabata: No, we are still working with DLNR. They came back with a letter to us asking for more information and details for our drawing to set the shoreline certification.

Councilmember Chock: Do you plan to accomplish that before the end of this fiscal year?

Mr. Tabata: Yes, we will.

Councilmember Chock: Okay. Thank you. I have more, but I think Council Chair Rapozo and Councilmember Hooser have something too.

Committee Chair Kaneshiro: Council Chair Rapozo.

Council Chair Rapozo: Yes, mine is a different subject as well. We are still on the presentation, right? I just wanted some clarity on the TIGER grant match. The amount of the grant is \$13,800,000, and I am assuming there is a twenty percent (20%) match.

Mr. Tabata: No. Keith Suga has the details. In actuality, the match...I will turn it over to him. It is less than twenty percent (20%) because it is not a required twenty percent (20%).

KEITH SUGA, CIP Program Manager: Keith Suga, County CIP Manager. Council Chair Rapozo, that is a good question. In the application for the TIGER grant because our application was a rural application, there was no requirement for an actual match or twenty percent (20%). They did say to be competitive in the evaluation process, whatever match you can bring to the table would be to your benefit. I think it is roughly comes out to about sixteen to seventeen percent (16-17%) match with the \$2,000,000.

Council Chair Rapozo: Is that all the requirement is?

Mr. Suga: Correct.

Council Chair Rapozo: There is no other requirement?

Mr. Suga: Correct.

Council Chair Rapozo: Thank you.

Committee Chair Kaneshiro: Councilmember Chock

Councilmember Chock: I had a question on bike lanes. I think I sent this over, but if you could just shed some light on the ones that have or do not have markings; Puhi Industrial Center, Haleko Road, and Kaneka Street. Is it true that we have lanes, but they do not have markings that we plan for them?

Mr. Tabata: What we did for Puhi Industrial Center was designate a pedestrian pathway for the subdivision because we were told that a lot of people frequent Mark's Place for lunch and that without designating or putting lines, vehicles would just...and if you noticed, the area is designated "No Parking," so it would be like a speedway. Therefore, to help the pedestrians, we put those markings in. You would be surprised how

many people walk to Mark's Place, even though you go there and see overflow parking, but it is from people around the community. A lot of people in the industrial subdivision go to Mark's Place and there is another eatery that is on the first left turn.

Councilmember Chock: Do these lanes not need to be marked as well with the bicycle?

Mr. Tabata: No, because it is not intended for bicycles. It is intended for pedestrians. Bicyclists, I understand are using it, they frequent it.

Councilmember Chock: Okay. It was just a concern.

Mr. Tabata: There is a lot of people who come from across the street in the residential area, they walk in the industrial subdivision now because we have those areas lined.

Councilmember Chock: Thank you.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: Thank you.

Mr. Tabata: It is a shoulder you could say.

Councilmember Yukimura: In your budget discussion you talk about...it is your narrative on page 20, that your operating budget has decreased in salary, wages, and benefits due to reallocation of positions to lower entry levels and decrease in overtime due to management of overtime. How much of a decrease is there due to overtime reduction?

Committee Chair Kaneshiro: Page 199.

Mr. Matsushige: We went from \$23,000 to \$15,000, so \$8,000 decrease.

Councilmember Yukimura: Okay. Thank you. Then your other category is due to reduction in dam fees, staff training and travel, supplies budget, and in new traffic counter purchases. In your reduction regarding travel, supplies, and purchases are you doing it just to show no increase in your budget or to show decrease, and will you be needing them anyway?

Mr. Tabata: So working from the bottom, traffic counters, we purchased a number of them over the last couple of years. So we feel we have a sufficient amount.

Councilmember Yukimura: Okay.

Mr. Tabata: The supplies budget is just tightening. We got rid of all of the "fat," so to speak. We are tracking it more closely

Councilmember Yukimura: So you still have an operable budget?

Mr. Tabata: Right.

Councilmember Yukimura: And you are not deferring purchases such that you are going to have a big impact later on or a big need later on?

JAMES MATSUSHIGE, Budget/Fiscal Specialist: Part of the supplies we are charging now the federal grants. Before it was in-house, but now because it is eligible to be reimbursed, we are spreading that out to save our budget.

Councilmember Yukimura: So your tracking and accounting is sharpened?

Mr. Tabata: Yes, and because we have been able to get our federal aid program going at a higher rate than previously when we came in and had only one (1) project going, but now we have multiple projects. We are able to charge out expenses to those projects.

Councilmember Yukimura: That is great.

Mr. Tabata: Yes.

Councilmember Yukimura: And you are increasing your capacity to do federal projects because of your focus on tracking.

Mr. Tabata: Right, and the ultimate goal is to have multiple projects “shovel ready.”

Councilmember Yukimura: Right.

Mr. Tabata: Because every year, projects dropout in the State and we want to be ready so we can get the money. Even though they said we are constrained by \$10,000,000 a year, if we are ready, I am confident we can get the money.

Councilmember Yukimura: And you have already shown you can do that.

Mr. Tabata: Yes.

Councilmember Yukimura: So you are building on that. That is excellent.  
One (1) more question.

Committee Chair Kaneshiro: I have a follow-up on the overtime.

Councilmember Yukimura: Oh, sure.

Committee Chair Kaneshiro: Councilmember Kagawa.

Councilmember Kagawa: It has been brought to my attention on projects such as the Hardy Street grant where it was an eighty/twenty (80/20) match that personnel working on the projects are charging overtime to the projects. I was wondering if that was true or false, because if they are, I think for the sake of transparency, we should know exactly how much of overtime is being charged to these projects. I do not know if Keith can answer it.

Mr. Matsushige: They are putting in overtime for projects, but we have not kept a separate...it would take time to get it because we charge the eighty percent (80%) to the federal grant.

Councilmember Kagawa: So there is overtime charged to the projects that do not show up in this overtime in this budget?

Mr. Tabata: Yes, because it is federal funds and it is not off of the General Fund. We are allowed to charge straight time, overtime, or whichever is required to the projects at eighty percent (80%). So twenty percent (20%) is going to be General Fund and eighty percent (80%) goes to the federal aid project. So that is what I was trying to explain to Councilmember Yukimura, that has helped using lower our operating costs.

Councilmember Kagawa: The ability to charge to federal projects.

Mr. Tabata: Federal projects.

Councilmember Kagawa: Federal funds?

Mr. Tabata: Yes.

Councilmember Kagawa: How does the Council, as overseer of the budget, know how much people are making?

Mr. Tabata: They make their base salary.

Councilmember Kagawa: I know, but how much are they making in overtime, total, if it is not showing up in this line item and it is showing up in the projects? Can we get a separate report on this?

Mr. Matsushige: Yes, we can separate it. It will not show up in this operating budget.

Committee Chair Kaneshiro: Council Chair Rapozo.

Council Chair Rapozo: I guess now I have a follow-up. If the employee is working on the federal project, eighty percent (80%) of their time would be charged to the federal grant?

Mr. Matsushige: Yes.

Council Chair Rapozo: Do they reimburse us?

Mr. Matsushige: Yes, they do.

Council Chair Rapozo: Where does that money go?

Mr. Matsushige: It goes back into our account, the General Fund.

Council Chair Rapozo: In essence, if we have an employee that is getting paid \$80,000 a year, but he or she is working most of their time on federal projects, we are not using the County's money?



Mr. Matsushige: No.

Council Chair Rapozo: That is a concern.

Mr. Matsushige: But twenty percent (20%) is County money.

Council Chair Rapozo: Where does the rest of the money go?

Mr. Matsushige: It goes back to the General Fund.

Council Chair Rapozo: In your department?

Mr. Matsushige: Yes, in DPW, and at the end of the year, it goes back into the General Fund.

Council Chair Rapozo: If you do not spend it?

Mr. Matsushige: Yes.

Council Chair Rapozo: Can we find out all of the salaries in the budget, and I am assuming it works for the other departments or divisions as well, so if the Building Division is working on a federal project, same thing?

Mr. Tabata: Yes.

Council Chair Rapozo: Roads Division, same thing?

Mr. Tabata: Yes.

Council Chair Rapozo: So then the taxpayer money that goes to pay salaries, one hundred percent (100%) of those salaries may not be going to the employee, I guess is what I am trying to say. If fifty percent (50%) of their time throughout the year was charged off to a project, then in essence, we only funded fifty percent (50%) of the salary.

Mr. Matsushige: Yes, through the General Fund, yes.

Mr. Tabata: Or in the instance of the Roads Division, it would be Highway Fund.

Council Chair Rapozo: Yes.

Mr. Tabata: Yes. It varies every year. It depends on how many projects we have that are in actual operation, construction, or design, whichever that case might be, so it varies. So whatever savings we do achieve ultimately goes back to the County General Fund.

Council Chair Rapozo: Right. Again, I would assume that is spent.

Mr. Tabata: I hear you loud and clear. I am trying to figure out a way to get that savings and hire more people with the General Fund money, but it varies and it is really hard to pinpoint exactly.

Council Chair Rapozo: Well, we should know, right, over the last three (3) years or four (4) years, what the trend is.

Mr. Matsushige: In the past, as Lyle said, in the Engineering Division, who knows what is going to happen? So we were very uncomfortable with...

Council Chair Rapozo: Lyle has been here six (6) years I think he said. In the last five (5) years, we should have some trends, right?

Mr. Matsushige: Yes.

Council Chair Rapozo: What percentage of the salaries over the last five (5) years charge off to federal projects?

Mr. Matsushige: I do not know. I would have to get back to you on that.

Council Chair Rapozo: Is there no way of us knowing what the overtime was? Is that something else that you can provide to us?

Mr. Matsushige: We can provide that to you, but we have to research it.

Council Chair Rapozo: Okay. Thank you.

Committee Chair Kaneshiro: Councilmember Kuali'i.

Councilmember Kuali'i: The other part of that though is when you get a multi-year grant from the federal government, you know in advance how much money you are going to receive for three (3) years or five (5) years. How long are some of them?

Mr. Matsushige: I guess in general. It depends on how much involvement our staff does or if we contract out the inspection and management of it.

Councilmember Kuali'i: Even when you contract out, you are managing the contract.

Mr. Matsushige: Yes, but it is much less than in-house.

Councilmember Kuali'i: Can you estimate that?

Mr. Matsushige: Yes.

Councilmember Kuali'i: Can you know in advance and not have to wait until after the fact? I did not think of it as reimbursements.

Mr. Matsushige: Yes, you can estimate.

Mr. Tabata: I guess the issue is that every project engineer, or every engineer, or project manager, or construction manager oversees multiple projects. We do not have one (1) person just doing one (1) project. In the private world, I used to call it "getting stretch out of my employees" and that is what we do. We did jumble multiple

projects. They are not confined to one (1) or two (2) projects. Many of them are working on three (3), four (4), or five (5) projects. It is commendable, and that is how we have evolved. We are trying to get these projects out as fast as we can and make improvements.

Councilmember Kualii: I would say do it the best way that works for you, but just keep track of it and report it so that we know what Vice Chair Kagawa is asking about. The clear, obvious thing about the overtime is that all of these positions are eligible for overtime?

Mr. Tabata: Yes.

Councilmember Kualii: From the highest paid \$117,000 to the lowest paid \$42,000, all are eligible for overtime?

Mr. Tabata: Yes.

Councilmember Kualii: I am ready to do line item and staffing.

Mr. Tabata: I think I am the only one in DPW who does not get overtime.

Committee Chair Kaneshiro: Do you have a follow-up?

Councilmember Yukimura: No.

Committee Chair Kaneshiro: I have a follow-up. In order to get reimbursed, do we have to keep track of the time?

Mr. Tabata: Yes. We have certified payroll that gets sent in.

Committee Chair Kaneshiro: Do we send an invoice or something to the federal government?

Mr. Tabata: Yes.

Mr. Matsushige: Every quarter we send it in.

Committee Chair Kaneshiro: And then they send back a check, and that goes directly into Unassigned Fund Balance. Do we have a line item for it and do we get reimbursed for that somewhere?

Mr. Tabata: I would defer to the Department of Finance.

Committee Chair Kaneshiro: It might be a finance question on how we handle the check we get back.

Councilmember Kualii: One quick item on the bottom of page 199, there is a State Transportation Improvement Project (STIP) of \$100,000 reimbursement. I do not know if that is one of them as far as federal funding goes. That is showing in the budget.

Mr. Matsushige: That is what we are going to charge to the grants, so we are reducing our budget.

Councilmember Kualii: Is it based on the grants you have already received or are you estimating?

Mr. Matsushige: It is an estimate of what we are doing next fiscal year.

Councilmember Kualii: STIP is different from TIGER?

Mr. Matsushige: Yes.

Mr. Tabata: The Federal government through the State is running the TIGER grant through the STIP process.

Councilmember Kualii: Okay, I was just wondering where the other item for TIGER is.

Mr. Tabata: We were able to formally get the State to put this project on the STIP.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: This is another subject. Under your successes, you say you maintained an average review time for subdivision grading plans and other construction plans of thirty to forty-five (30-45) days.

Mr. Tabata: Right.

Councilmember Yukimura: Is that something that you feel you have arrived at or do you have an intention to reduce that average review time?

Mr. Tabata: When Mr. Dill and I first came in, there was an uproar on review times upwards of some projects were over a year, and we have gotten it down to this level. It varies on the complexity of projects and how many comments we find on the original designer's submittal that needs to be addressed to send back to them and then to resubmit. So what we count is actually in our house time. So it might go in and out three (3) times or four (4) times, depending on the designer. This is what we track as our average time.

Councilmember Yukimura: It is a significant accomplishment, if there were dockets or plans that took over a year, and so it is not really one of your main objectives into the future at this point?

Mr. Tabata: I believe, what was the term used? We have arrived. I believe we have arrived.

Councilmember Yukimura: Okay.

Mr. Tabata: It makes us feel very confident moving into the future.

Councilmember Yukimura: Congratulations. I just wondered if it was an unspoken objective to decrease the time, but you have given me a perspective.

Mr. Tabata: We will always seek to improve and raise the bar.

Councilmember Yukimura: But other priorities at this point, because you have gotten in there. Alright, thank you.

Committee Chair Kaneshiro: Councilmember Kualii.

Councilmember Kualii: I see how in your narrative you are talked about the under challenges, the staffing. You mentioned a County Surveyor position. When I looked in the budget on page 199 on the actual positions, I do not see County Surveyor, but I am guessing it is the Land Surveyor III.

Mr. Tabata: That is it, yes. It was reduced to...

Councilmember Kualii: Land Surveyor III is being allocated to Land Surveyor II, and is that position 1441.

Mr. Tabata: Yes.

Councilmember Kualii: What is the status of reallocation, because you said you are in the process of?

Mr. Tabata: Completed.

Councilmember Kualii: It is completed? Are we recruiting?

Mr. Tabata: We are trying to gain approval by HR. We send in the position description, we go back and forth with them to make sure that we have dotted our I's and crossed our T's, and then when they give us approval, shortly after we will hopefully get to post the position.

Councilmember Kualii: To post the position?

Mr. Tabata: Yes.

Councilmember Kualii: As far as filling this vacancy, you expect to do that within the next three (3) months?

Mr. Tabata: Yes, definitely.

Councilmember Kualii: Then the other position, because that was one of the positions where somebody retired?

Mr. Tabata: Yes.

Councilmember Kualii: There was another position, engineer retired, you filled, and there is another position that an engineer retired that is vacant, 884, which was vacant since December 16<sup>th</sup>?

Mr. Tabata: He left, so we are in the process of...

Councilmember Kualii: Of recruiting for that?

Mr. Tabata: We interviewed and we have to make a decision.

Councilmember Kualii: So you are further along?

Mr. Tabata: Yes.

Councilmember Kualii: And there will definitely been a new hire before  
three (3) months?

Mr. Tabata: We hope.

Councilmember Kualii: If it does not work out, then you have to go back  
to recruiting?

Mr. Tabata: Right.

Councilmember Kualii: The last one, and this one kind of throws me off  
because you keep talking about shortage of staff and the high workload, but this position has  
been vacant since August 2013, which is two (2) going on three (3) years. Had you mentioned  
something? I was looking back at the notes. Is 1427, Engineering Drafting Tech I, a hard to  
fill position which people are not qualified or is that your attempt at trying to save money for  
the County and offering that position up? It is dollar-funded, right?

Mr. Tabata: Yes.

Councilmember Kualii: It was dollar-funded last year and it is proposed  
to be dollar-funded this year?

Mr. Tabata: Yes.

Councilmember Kualii: What about the Engineering Drafting Tech I  
position?

Mr. Tabata: We are dollar-funding it again.

Councilmember Kualii: And you have no need for it?

Mr. Tabata: At this time.

Councilmember Kualii: At this time...

Mr. Tabata: As I stated, our young engineers are very capable  
with computer-aided design (CAD) engineering design.

Councilmember Kualii: Okay, but do you perhaps foresee a need in the  
future beyond this year?

Mr. Tabata: Yes.

Councilmember Kualii: Thank you.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: Your emergency hires under your special fund, what is it called?

Mr. Tabata: The Building Revolving Fund.

Councilmember Yukimura: Do you need dollar-funded positions for that or do you just create it?

Mr. Tabata: We have temporary positions. We have several “T” positions in the Engineering Division that we can use. Right now, one (1) is on a loan to the Solid Waste Division.

Councilmember Yukimura: Okay. Thank you.

Council Chair Rapozo: I have a question.

Committee Chair Kaneshiro: Council Chair Rapozo.

Council Chair Rapozo: Maybe this is better for HR, but I want to get it from DPW as far as their experience, because I heard it with the Code Review Officer and I am hearing it today when you say that you have to go back and forth with HR.

Mr. Tabata: Well, we send our draft to them and they make comments back to us, then we address comments, and we send it back to them.

Council Chair Rapozo: Would it not make sense for you to just let them know what you are looking for and then they would take it from there?

Mr. Tabata: I guess they do not know the specific duties and responsibilities, so it needs to come from us. We create that and send it to them, and they do the form and review to make sure that we are putting it in the right context.

Council Chair Rapozo: It seems like it takes a while.

Mr. Tabata: Yes, but we have the technical knowledge, so that is why we originate that information.

Council Chair Rapozo: Thank you.

Committee Chair Kaneshiro: Any further questions from the Members on the Engineering Division? If not we are going move on to CIP. Thank you. We will take a ten (10) minute caption break right now, let them transition, and we will be back to DPW CIP .

There being no objections, the Committee recessed at 10:13 a.m.

The Committee reconvened at 10:26 a.m., and proceeded as follows:

Committee Chair Kaneshiro: Welcome back. We are on DPW CIP, and we are going to have Keith go through the CIP list. We are basically going to go through each department. Once we get through with a department, we are not turning back. We will go

down the order of the list, he will stop when he is at the end of that particular department, we will ask our questions, and if there are no questions, we will move on. You have the floor, Keith.

Mr. Suga: Good morning Councilmembers. Keith Suga, County CIP Manager. Before we get to the worksheet, I would like to provide a brief overview. When I started in the County in Fiscal Year (FY) 2013, the CIP budget was around \$64,000,000. As you have seen in the Mayor's budget presentation, we have slowly trended downwards and have been able to expand and encumber funds over the past few years. The current CIP budget ordinance that you have before you is \$17,000,000, so from \$64,000,000 when I first started, the County has really worked hard to get down to the \$17,000,000. You can you look at that in a couple of ways whereby we have injected millions of dollars into the construction industry and other areas, and what I think is more important is that we have been able to complete projectss and have those projects be available for the residents and visitors of Kaua'i. Over the past few years, as Lyle mentioned in the Engineering Division presentation, we have done a better job of utilizing federal funds that are programmed through the statewide STIP, which is typically the twenty/eighty (20/80) or in some cases, ten/ninety (10/90) federal funds to county match, so leveraging those federal funds has been key. I think over the past few years, we have seen movement towards being able to get those projects out and being able to leverage those federal funds. In FY 2015, we utilized roughly about \$3,000,000 worth of federal funds through the STIP. This current year, we are looking at about \$5,100,000 of federal funds being utilized leveraging to get those funds. Also last year, we were able to get some funds through the State Legislature request that we submitted, and that was about \$5,000,000 worth of projects that are going to be moving and some of them are already moving towards construction and other phases. The CIP requests this year was for about \$7,000,000 to the State Legislature. Again, because of the CIP funding, as you can see through the trend going down and distributing \$17,000,000, I think it is key to look at different opportunities to get funding for CIP capital projects.

Another source that has been utilized greatly by the Wastewater Division is the State Revolving Fund (SRF) loan program through DOH. I think you heard a little bit of that yesterday when Ed Tschupp was here speaking of that particular funding. This past year, the Solid Waste Division has made a strategic effort to reach out to DOH, and in doing so, they were able to get funding for the gas collection system at Kekaha to have that funded through the SRF program and also to get the Cell 2 design and construction for the next lateral expansion, which can also be programmed through the SRF funding which is the one percent (1%) over twenty (20) years which is a good funding source. The Solid Waste Division has also had discussions with DOH with regards to potential future Ma'alo expenditures, and that also qualify and can potentially be funded through SRF. The last thing I would make note of before we get into the projects is being that we are on a downward trend, which I think is a good thing that we are expending funds, the Administration is looking at potentially a new bond issuance to focus on some of the major project needs coming forward, and I believe that proposal will be coming to you later in this calendar year in terms of the projects and trying to get the next bond issuance approved.

With that, I want to get into the projects. All of you, of course, have the actual ordinance that was submitted. What I do every year is we put together a separate worksheet,



which kind of spells it out a little differently and allows it to flow a little bit better than the ordinance. I am going to use this as the document that we go through, and hopefully all of you have this. If not, I have extra copies. We will start off at the top of page 1, which the first division will be Dwayne's Automotive Maintenance Shop. I am just going to go through the list of projects. The first couple are Federal Emergency Management Agency (FEMA) projects that were completed, so it is just a matter of working through some of the reimbursements to get that completely closed out.

Fuel Management System, this is a project that Dwayne initiated several years back by purchasing modules for vehicles. He is currently working through some vendor items to provide software updates to the modules that were previously purchased before he purchases new modules. So he working on getting that squared away, and once that is squared away with the vendor, he can move forward with purchasing the new additional modules.

The next is project, which is the next three (3) lines, is the Hanalei Fuel Tank Replacement. If you remember I think it was two (2) or three (3) months ago, a money bill was before you to transfer funds from Waewae Road over to the Hanalei Fuel Tank because Dwayne was ready to award, but needed the additional \$40,000 to do so. Right now, Dwayne is in the process of awarding, and this project will move forwards towards construction.

The Kapa'a Baseyard Fuel Tank project is complete, so reallocating the \$987.

The next item is the fuel tank replacement at Hanapēpē. This is a new project being proposed, and the total for this project would be the sum of the three (3) line items there. This estimate was based on Dwayne going out and doing an estimate at the site, taking a look at the field conditions there, and also this particular tank would be fifteen thousand (15,000) gallon tank, which would be replacing the existing four thousand (4,000) gallon tank. Currently, Dwayne has to do a lot of refueling of the four thousand (4,000) gallon tank to meet the needs of DPW and the various departments, so putting in a bigger tank will eliminate the need of that refueling service. That actually takes care of the CIP for the Automotive Division.

Committee Chair Kaneshiro: Do we have any questions for the Automotive Division? Councilmember Yukimura.

Councilmember Yukimura: So your fuel tanks at Hanapēpē, the last two (2) items are one (1) project?

Mr. Suga: Correct. It is actually should be the three (3) highlighted or shaded; the two (2) at the bottom of page 1, and one (1) on the top of page 2.

Councilmember Yukimura: Oh, I see.

Mr. Suga: They are just separated due to the bond issuance that is the funding source.

Councilmember Yukimura: Okay, so that is a total of \$300,000?

Mr. Suga: Correct.

Councilmember Yukimura: Wow, that is a lot of money. You stated one (1) purpose, which is to reduce the refueling time and costs, and presumably you are also protecting the environment. Is it that the tanks were aging?

DWAYNE ADACHI, Superintendent: Good morning, Council Chair and Councilmembers. Dwayne Adachi, Automotive Division. Yes, the initial reason for this project was to replace the aging tanks because the tanks are old and need to be replaced, but the other issue is to increase our capacity to reduce delivery charges. Right now, we spend about \$3,000 a month just for delivery fees. So by increasing our capacity, we can reduce that to each delivery fee is \$250, one (1) delivery. So we can reduce that to maybe once a month or depending on the size of the tank, probably once every other month, and at the same time, upgrading our infrastructure.

Councilmember Yukimura: Sounds very good. Thank you. I have one (1) question about fuel management, which was the first project at the top. Can you explain the purpose of fuel management system?

Mr. Adachi: The modules?

Councilmember Yukimura: Yes.

Mr. Adachi: Yes. Well right now, the manufacturer is in the process of creating a software patch for the existing modules that we have. Some of the data recording is not as accurate as it should be, so the manufacturer is working to create a solution for that problem, and they would incorporate that solution into the newer modules that we plan to purchase. We are holding off on the purchase of those modules until the manufacturer can sort through their issues and upgrade their product, then we would purchase it at that time

Councilmember Yukimura: What led to the initiation of this project? It was on our part? Did we initiate it?

Mr. Adachi: This is part of the Fuel Master System. It is a feature that is available through Fuel Master, in which we can know who is putting the fuel in, we know how much fuel is going in each vehicle, fuel consumption, idle time, and a lot of other information that we get from the module specific to that vehicle.

Councilmember Yukimura: This was the replacement of that old obsolete Gasboy system?

Mr. Adachi: Right. This system has more features than we can take advantage of, and provides us with more information to manage our fuel consumption.

Councilmember Yukimura: I thought we had that already in the system we have.

Mr. Adachi: The Fuel Master system is the system we bought to replace Gasboy. It is a feature within the system that we are currently employing.

Councilmember Yukimura: So we bought a system and there is another module to it that we are now going to buy?

Mr. Adachi: No. We have been installing this module in the past, but the manufacture had problems with the first units that we bought with the data capturing. So they are creating a solution for that problem for the existing modules that we have in each vehicle right now.

Councilmember Yukimura: Okay.

Mr. Adachi: We plan to outfit all of the vehicles in our fleet, and to do that, we need to purchase more units, but we want to wait until the manufacturer sorts through their issues before we purchase these additional units.

Councilmember Yukimura: Yes. Is the manufacturer correcting the problem on our money?

Mr. Adachi: No.

Councilmember Yukimura: Okay, but we are waiting until he finds the solution before we get it for the new...

Mr. Adachi: We want to purchase updated units, units that do not have the same issues that we are going through right now.

Councilmember Yukimura: Okay. Are these for new cars?

Mr. Adachi: All the vehicles in our fleet, new or old, or any vehicle we purchase that we install a unit on it.

Councilmember Yukimura: Okay.

Committee Chair Kaneshiro: Councilmember Kagawa.

Councilmember Kagawa: Thank you, Dwayne, for taking forward this change. I think it is a great idea to do it now. I commend you for your work. My only question is when we knew that we were better suited to remove the existing modules and replace them with new ones, did we analyze the baseyard operations and the future repairs or whatever or changes that may be needed to see if the current location is the best location, or did we do some kind of analyses to make sure of that, because we hope that they would last for some years I would assume?

Mr. Adachi: Are you talking about the fuel tanks?

Councilmember Kagawa: Yes.

Mr. Adachi: We did a site visit with the Roads Division and we assessed their situation, their needs, and we came up with a solution that would be best for all involved.

Councilmember Kagawa: Is most of it where it is currently located? We are just basically putting it back?

Mr. Adachi: Pretty much.

Councilmember Kagawa: Pretty much.

Mr. Adachi: Yes.

Councilmember Kagawa: That is good. I just want to make sure that we did that analysis because I know Hanapēpē, for example, they use it for everything; roads, carpenters, and everybody uses that site.

Mr. Adachi: It is a heavily used area.

Councilmember Kagawa: I just wanted to make sure that the fuel tank is basically not in the way as we go forward.

Mr. Adachi: Yes, that was one of our concerns. It is basically in the same location, but not exactly in the same location. We gave a little bit more room towards the roadside for through traffic.

Councilmember Kagawa: Excellent. Thank you. Thank you, Committee Chair Kaneshiro.

Committee Chair Kaneshiro: Any further questions for the Automotive Division? If not, we are going to move on. Thank you for the explanations and also looking at those tanks and saying we should upsize it to save costs. It makes a lot of sense to do. Thank you.

Mr. Adachi: Thank you.

Committee Chair Kaneshiro: We are going to move on to the Buildings Division.

Mr. Suga: The first project for the Buildings Division would be second line item on the top of page 2, Driver's License Counter Renovations. These were the security screens at the counters there, which were installed and completed in October of last year. So that is just the leftover funds being reallocated.

The next project is 'Eiwa Street, the Līhu'e Civic Center, and Historic County Building site improvements. The funds there is to address the Historic County Building handrail. Doug is currently going through the procurement process for that work.

The next project is the FEMA project that is completed.

Our next two (2) items are for Hardy Street. Hardy Street is completed, so we are reallocating the remaining funds.

The next two (2) items are for the Historic County Building and the Līhu'e Civic Center site improvement. This was a project for the parking lot that was completed a couple of years ago, so these funds are being reallocated as well.

The Kapa'a Baseyard Structure Renovation project has been completed, and we are reallocating those funds.

Moana Kai Seawall is a current project that is in construction, so there are funds encumbered. The \$68,000 as well as the \$59,000 is the remaining funds for any type of contingency that may arise during the construction.

Pono Kai Seawall, two (2) items on the top of page 3. Pono Kai Seawall is basically completed. There is a little bit of punch list items that Doug is working through, so we are reallocating those funds.

Council Chair Rapozo: Can we ask questions as we go down the list?

Committee Chair Kaneshiro: We are just going to go through the whole list first.

Council Chair Rapozo: And then go back?

Committee Chair Kaneshiro: Yes.

Council Chair Rapozo: Okay.

Mr. Suga: Security Renovation to the Mayor's Office, the \$8,000 is to redo some cabinet work near the entrance of the Mayor's Office. That is currently working towards final design, and then it will be bid out for construction shortly.

Pi'ikoi Building Interior Renovations, those two (2) items there are funding the work that Architects Hawai'i is currently doing to look at the next renovation work to house the Department of Parks and Recreation (DPR) and the Planning Department in the Pi'ikoi Building. So that design work is ongoing, hoping to get completed this calendar year, and be ready to move towards construction thereafter.

The next item is a FEMA project, which is complete.

Kalāheo Fire Station Improvements, the \$200,000 is for facility improvements at the Kalāheo Fire Station. Brian Inouye, within Doug's division, is working on final scoping and procurement documentation for this work, hoping to get out the first quarter of this upcoming fiscal.

Kaua'i Fire Department (KFD) Helicopter Hangar Pad. This work here, we have a consultant on-board looking at the initial design work. The Fire Department is also finalizing the lease at the Department of Transportation (DOT) airport for the actual site location. So once that is squared away and executed, Doug will be able to let his consultant go full steam ahead.

Kōloa Fire Station Improvements is similar to the Kalāheo Fire Station, which is slated to out for construction the first quarter of this upcoming fiscal.

Islandwide Bike/Pedestrian Path, the funds here are matching funds for a grant that was applied for and actually awarded. So one of them was the Westside Path Planning Study grant and also the Waimea to Kekaha path as well as the path from Hanapēpē to Salt Pond. The total grant amount is \$250,000, and this is our match for that grant.

On the bottom, the Kaua'i Police Department (KPD) training building. These were the Assets Forfeiture Funds that were transferred via money bill for the removal and the construction of the new Kaua'i Police Activities League (KPAL) building near the Vidinha Stadium there.

There a couple more on the top of page 4 for the Building Division. KPD Kapa'a Substation User Needs Study is complete.

Waimea Police Substation, these funds here are to do some renovation work at the Waimea substation to incorporate an Americans with Disabilities Act (ADA) shower. The plans are completed and we just need to finalize the procurement documents to get this out to bid.

Real Property Assessment (RPA) Counter Renovations, this work is moving forward to professional services, and the idea here is RPA wanted to look at renovating the counter location currently to create more working space for staff. The consultant would look at what would be needed to do the renovation work and relocate some of these facilities needed to support those renovation work, so that is what the \$40,000 is for. That concludes the Buildings Division section.

Committee Chair Kaneshiro:            Thank you. Council Chair Rapozo.

Council Chair Rapozo:            I just had a question. We had a huge discussion the other day about the potential or possible restructuring of the Buildings Division to DPR, and why are all of these road projects; the street improvement projects, seawall project, and bike path projects, why are they under the Buildings Division, and what happens to the structures? Who is going to manage it once it is fixed or is it DPR or is it the Buildings Division?

Mr. Tabata: The reason why Doug was running all of these projects, as you noticed when Mr. Dill and I came in, the Engineering Division was not available to do these projects. Doug stepped up and volunteered to take on these projects, so he had been spearheading them these many years. We thank Doug for his services to run these projects, so that is a large part of what he does every day. In the discussions that we had, what is Doug going to do after the move? He will continue to manage many of these projects with the Engineering Division and help supplement some of their work.

Council Chair Rapozo: But he is the Buildings Chief, right?

Mr. Tabata: Right. So there are other projects coming down the pipe that are building related, that Doug will be working on.

Council Chair Rapozo: This is not about Doug. I do not know how...there are quite a bit of projects. I am just looking at the managing agency and why would the Buildings Division be managing road improvements, take Doug out of it.

Mr. Tabata: Yes, in the future he will not be.

Council Chair Rapozo: Then I wonder, is that the reason why we have to move people out maybe? Is it because we cannot focus on the engineering or the building side of it? To me, it makes no sense. It is like having the inspector of the Police Department oversee the Fire Department because he stepped up and he wanted to. I am having a difficult time with that.

DOUGLAS HAIGH, Chief of Buildings: Just to comment on that, too.

Committee Chair Kaneshiro: Doug, state your name, please.

Mr. Haigh: Doug Haigh, County of Kaua'i, DPW, Building Division. As a Department Head, I am a licensed civil engineer, and so I have professional expertise to assist the full range of divisions. Through any professional career, I have had experience with wastewater, roads, site development, and of course building. My primary career has been in buildings. That is my passion. As Lyle mentioned, during the years when there was limited capacity both in the Roads Division and in the Engineering Division, some of these projects I acquired when somebody retired and there was no longer anyone available to step in and continue the project. Moana Kai Seawall, for example. So yes, I am looking forward to the Engineering Division being able to do this. I am there. I am helping our younger engineers in the Engineering Division as I can, to help train them. It is ironic that I probably have more federal highway experience than anybody else, but it is a transition because when I started, clearly the Engineering Division had that expertise. I got trained from them a little bit as they were losing their manpower available to do it, but now, I am the one who is there to help mentor. The Building Division is helping out where we can, and like Lyle mentioned earlier today, we manage multiple projects. Right now, the Construction Manager in the Building Division is helping out the Engineering Division. I am managing one (1) of their road projects because of the recent loss of personnel who were managing those projects. So we are kind of like the pinch-hitters who come in and help. Fortunately, our

Construction Manager has strong experience on the civil side also as well as building. So we are able to do that and professionally, we are capable. It is a little different than a policeman working for a fireman because we do have the professional experience to do the work. I am looking forward to helping the Engineering Division and the younger engineers develop the skills to manage these projects. I have seen it with the recent hires. Unfortunately we lost a couple of them. These are ready, willing, able, and smart people coming in. They are ready to do it. They are kind of excited about doing these projects. I think we are in a good transition. I think Lyle and Larry have done a tremendous job in developing the Engineering Division. Of course we had a little bump with people leaving, but I feel that the progress is being made.

Council Chair Rapozo:                      So once the projects are complete, who is going to take care of it? Is it the Buildings Division?

Mr. Haigh:                                      The appropriate agency would be the managing agency. If we are doing Hardy Street, the road portion of Hardy Street, the Roads Division takes care of it. If we are doing a seawall, the Roads Division has historically taken it, but Moana Kai Seawall is adjacent to a road, so clearly that would be the Roads Division. Pono Kai Seawall is adjacent to a park, so maybe it would be DPR. Really, these types of projects are not intended to have a (inaudible) except unfortunately Pono Kai, we are in a situation where we are going to have to do continually beach nourishment maintenance. We do have a ten (10) year agreement in place with Department of Land and Natural Resources (DLNR) and are now able to do that. I believe our agreement now is that DPR will be doing that beach nourishment and maintenance work that is going to be required.

Council Chair Rapozo:                      Okay. Thank you.

Committee Chair Kaneshiro:              Councilmember Kagawa.

Councilmember Kagawa:                  Just a follow-up on the 'Eiwa Street and Hardy Street improvements. Did we hire an engineering firm located in the Līhu'e Industrial area to design the project?

Mr. Haigh:                                      This was a design-build construction project. We initially hired a firm to do our environmental planning clearances work. Since it is a federal highway project, we have to go through the National Environmental Protection Act clearances. Then they helped us develop the design-build procurement document. From there, we advertised, and we selected a local contractor who is a lead design-build contractor, Earthworks Pacific, Inc., and they hired SSFM International Inc., who does have a local office here on Kaua'i at the Līhu'e Industrial Park. The design-build team was responsible for finalizing the design. Fortunately during this process with our new Chief of Engineering, we were able to get a lot of fresh input to help us better improve the complete street components. We actually had a specialized and requested and got a specialized consultant to do the final design of the roundabout. It is a little more technical than you expected, and even the placement of the trees are all engineered considering line of sights and the appropriate standards for that.



Councilmember Kagawa: My question is if the private engineer company is doing the work for Earthworks Pacific, Inc. and the design, what is the County Engineer's role that costs a lot of time and labor? Do we have to check their work? Do we have to make sure that they are doing the work as provided in the bid? Is that the kind of things that we are doing?

Mr. Haigh: One of the reasons why we shifted the design-build was to reduce the amount of work we had to do. It takes a lot of work to manage a design consultant. Yes, they are experts. They know what to do, but at the same time, we as the County agency, it is our responsibility to review their work, and make sure it is appropriate. It takes time and expertise to do that, and of course, design-build a little less because they have the communication between the contractor and designer. We do not get involved. In a normal construction project, we get involved in managing the relationship in a way, between the designer and the contractor. If the contract says "Hey, this is not designed right, you have to change it," then we have to go to the designer and we have to pay him to redesign, hopefully not, but potentially yes. Then the contractor is going to give us a change order that says that we got it wrong. Now we are going to have to pay them more. But with design-build, that is all within their organization, so we kind of step back from that issue a little bit.

Councilmember Kagawa: Okay. Thank you for the clarity.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: Yes. I think it is a really fine example of cross-assistance between divisions that you have developed. My question is, are you planning to continue that? I mean, if and when Doug retires, is it really going to be part of the job description of the Building Division to do that major engineering oversight? What is the end in mind? I can see it working on a kind of temporary basis, but I share the Chair's questions about if this a long-term arrangement we are looking at? That is one (1) question. My second question is, in the Administration's thinking about this transfer of maintenance and repair of all County facilities to DPR, what about an alternative of having an...I am not able to really conceptualize it and we should go talk to other counties or scan nationally what local governments do, but what about an Assets Management Division that both holds all of the assets and takes care of repair and maintenance functions so everything about the asset is there, because when you have one (1) division doing construction, or department doing construction, and there is all of these warranties and everything and the you have another one doing repairs, I am concerned about the continuity of oversight and it makes sense that you would have it all in one (1) place when the Chair was asking, then what happens after the facility is built. So those are my two (2) questions.

Mr. Tabata: Thank you, Councilmember Yukimura. To answer the first question, what happens after Doug retires, it depends on who the incumbent will be to replace Doug and his or her capabilities. As Doug's duties wind down, it would be reassigned and by that time, we will have built the capacity in-house in the Engineering Division to be able to handle all of the projects that are as we call it "horizontal," and then the Building Division would take care of everything "vertical," or above the ground and up,

the traditional building projects, which Doug also has run. During our tenure, Doug has overseen the Līhu'e Civic Center work and the Kapa'a Baseyard building renovation. So we took these buildings that the State owed to us and we reconditioned and repurposed them for use for DPR, the Roads Division, the Building Division, and I believe it was a huge project. The State was just going to let them go to disrepair, but we reconditioned them and they are being used very usefully right now. So that is the long answer, but it depends on who gets selected for the position, and I envision that the person would just focus on building related projects.

Councilmember Yukimura: So your long-term vision is that the Buildings Division would be buildings and the Engineering Division would be engineering?

Mr. Tabata: For now, yes.

Councilmember Yukimura: Because one of the things is succession planning and if you were to groom or encourage those who are younger...Lyle as you said earlier, that the younger set is looking for challenges, new opportunities, and looking for exposure to a variety of jobs and learning, you have to know what you are training them for. So you have to have a clear idea of the position and indeed you have a position description. To me, it cannot just be "well, depending on who we get," although I understand there is a certain amount of that that happens. What about the second question?

Mr. Tabata: I believe we are going to have the discussion on Friday. I have been invited to the discussion and I will be here.

Councilmember Yukimura: Okay. Well, then...

Mr. Tabata: I do not want to speak for the Director of Parks and Recreation, but I will be here to assist in answering.

Councilmember Yukimura: Well, I hope he is not the one that is making this decision. This is not a decision of the Director of Parks and Recreation. This is a major county wide issue of who is going to handle county buildings and facilities.

Mr. Tabata: I will be here...

Councilmember Yukimura: It is not just a department head who says, "I want these things."

Mr. Tabata: No. I will be here to support and participate.

Councilmember Yukimura: Okay. A heads-up that you folks maybe can look at other arrangements in what best practices are for the oversight of buildings in terms of construction and repair and maintenance, how do other counties or other local governments handle it, and do they have some good ideas to share with us?

Mr. Tabata: Thank you.

Councilmember Yukimura: Thank you.

Committee Chair Kaneshiro: Any further questions for the CIP Buildings? If not, thank you. We are going to move on.

Councilmember Yukimura: One (1) more question, Chair. On KPD training building, is that forfeiture moneys?

Mr. Suga: That is correct.

Councilmember Yukimura: Okay. The Kōloa Fire Station improvements, what is the nature of those? You said it is the same as Kalāheo, I guess?

Mr. Suga: The main scope of work there is looking at reroofing the stations. There are some other minor improvements associated also, but the majority of the funding is for roof repairs.

Councilmember Yukimura: So it has been twenty-five (25) years since they were built?

Mr. Haigh: We built Kōloa right after Hurricane 'Iniki.

Councilmember Yukimura: Right.

Mr. Haigh: Yes, so I guess it has been a long time.

Councilmember Yukimura: Yes.

Mr. Haigh: That fire station was one of my first building projects with county.

Councilmember Yukimura: I remember. This is a very normal, logical, major repair of a major feature, and it is timely, so that is what you are doing?

Mr. Suga: Correct.

Councilmember Yukimura: Alright. Thank you. Very good, in fact.

Committee Chair Kaneshiro: We will move on to the Engineering Division.

Mr. Suga: The Engineering Division picks up on page 4, near the top. Engineering is our division that has the most CIP projects going, so I will do my best to go through all of them to get to your questions. The first project is 'Aliomanu Road. For this particular project, the Engineering Division is working on finalizing designs as well as working through some permitting issues. At this time in the upcoming fiscal year, the strategy was we would not be ready to go to construction, we would not have the permitting in place at that time. So we are moving some of the funding from 'Aliomanu Road to fund

some of the other projects. In 'Aliomanu Road, the funding for construction would be anticipated in FY 2018, and that would be a project in consideration for the next bond issuance.

The next project is 'Anini Bridge. This was identified via the bridge inspection reports that have been completed as being in poor condition. Currently, the Engineering Division is in the process of bringing on-board a geotech consultant to do some evaluation on the existing subsurface conditions which would then provide information on what type of design would be appropriate to address this bridge.

The next project is the Automotive Shop Improvements. This is for Dwayne's mezzanine for storage. The Engineering Division is currently finalizing drawings for these improvements, and also the procurement documents. We hope to get this out during the first quarter of FY 2017.

The next project is Bicycle Safety & Education. The intent of this is to be able to go out and provide educational documentation for bike safety and create promotional materials.

The Biennial Bridge Inspections is a STIP project, and this is actually something Council, that during the May resubmittal, I will be including a revised amount to provide \$25,000 worth of funding for this bridge inspection so we can provide the appropriate match for this work.

The next project is the Po'ipū Road Multimodal Improvements, which is for the Po'ipū corridor. This is a STIP project. DPW is currently negotiating with the consultant, and this would kick off the planning and design work for the Po'ipū Road improvements. These funds were previously transferred through contract for differences (CFD) funds.

The next project is the Complete Streets Safety Improvements. This project here will be supporting the ADA bus stop access grant that was received through the SPR. The County match is about \$40,000, so \$40,000 of this remaining funds will go to the County match, and the remaining funds go to support the restriping projects that the Engineering Division is currently working on for Waikomo Road, Po'ipū Road, Haleko Road, and Umi Street.

The next project is the Hanapēpē Bridge Reconstruction, which has been mentioned previously in discussions. This would be the repair work to the Hanapēpē Bridge itself, and does not include the pedestrian walkway. It is just focusing on bridge repairs.

Next page, top of page 5 is the Hanapēpē Road Resurfacing project. This is also a STIP project. We have a consultant on-board working through initial design, and the conceptual design should be completed shortly. Also, I believe they have community events planned to share that conceptual design.

The next few projects are for Kamalu Stream Erosion and Kamalu Road Culvert. Those are completed projects, so we are reallocating those funds.

The next project is the Kanaele Road Slope Stabilization. Currently, we have a consultant on-board and they are working towards preliminary engineering design work.

The next two (2) are for Kapahi Bridge, which are also STIP projects with a twenty percent (20%) county fund match. This here is a project that was able to go out to bid for construction, the notice to proceed (NTP) has been issued in February, so work would be commencing shortly on this particular bridge.

The next project is the Kapaia Swinging Bridge. I think there was some discussion that you may have noted in the Mayor's Operating Budget. DPW has been working hard with the Kapaia Swinging Bridge Foundation as well as Grove Farm Company, Inc. In recent meetings, it was agreed upon that the course of action would be to maintain this bridge as a historic monument, and the County would provide the funds by way of a grant. To do that, we were moving the funds that were bond funded into the Mayor's Operating budget to be General Funded so we can go through the grant process to make the funds available to the Kapaia Swinging Bridge Foundation to do the improvements to the swinging bridge.

The next project is the Kawaihau Road, Hau'a'ala Road, Ma'ilihuna Road Complete Streets & Safety Improvements Project. This is a project that is also a STIP project with a federal match. We have negotiations that are ongoing with the consultant, we hope to award shortly, and that will start the process for this planning and design work for this project. This is the peanut, if you will, at the major intersection at the schools.

The next project is the Kōloa Road Safety Improvements. This is a STIP project that went to construction last year, which is near the end of completion. It should be wrapping up in the next few months.

The last couple of items on the bottom of page 5 is moneys that were through the Development Fund that were brought into the CIP for intersection improvements.

Top of page 6, Lae Road Safety Improvements. This project installed guardrails along Lae Road in Kalāheo. So the project is complete, and we are reallocating the funding.

The next project is the Līhu'e Mauka Road Feasibility Study. It has been complete, and we are also reallocating that funding.

The next project is the Niumalu Bridge Replacement. This here is a project what we would like to do or what DPW is working towards is seeking professional services, similar to what is happening at 'Anini Bridge, to bring on-board a geotech to do some soil investigation, subsurface, and help lead to what the potential design will be for that.

The next project is the Northern Leg Kōloa Bypass Road, which is on the STIP in future years. So we are just keeping that active.

The next project is the 'Ōpaeka'a Bridge. This is a STIP project as well, and we are at the point where we have sixty percent (60%) plans, specifications, and estimates. So this project is programmed for construction on the STIP for FY 2018.

The next project is the Puhi Road Construction. This was a long-awaited project. We finally have a contractor award and it is slated to start next month. They should be starting to break ground on Puhi Road.

The next project is Puhi Road Phase II. Again, this is a STIP project as well. The Engineering Division is negotiating with a consultant to start the planning and design work for Phase II of Puhi Road, which would be from Kaneka Road all the way down to Haleukana Road, so next phase of Puhi Road.

The next project is Pu'u Road Improvements. We are awaiting the submittal of the conceptual designs from the consultant, and so that project should be wrapping up shortly.

The next project is the Pu'u'ōpae Bridge. This is a project that is slated for construction on the STIP this year. So we are requesting the \$660,000 as our county match for the construction for this project. We are at ninety percent (90%) plans, specifications, and estimates; and hope to be completing that next month to be able to go out to construction in the early part of FY 2017.

Top of page 7, Various Collector Roads. This was federal aid project that I spoke of earlier for Hau'a'ala Road, Mailihuna Road, and Olokena Road. This project is basically complete. I believe there are some punch list items the contractor is still working through, but this will be able to be closed out very shortly.

The next project is the Rice Street Crossing Improvements. This is a project that is related to the TIGER work. DPW is currently looking at doing something additional traffic counts at intersections and potentially doing some interim pilot improvements prior to the TIGER work commencing.

The next project is the Speed Hump/Traffic Calming Program. This fund is available for traffic calming.

The next item is the TIGER grant match. You can see the \$2,000,000 that we spoke about previously. Currently as Lyle mentioned, we were able to get the STIP modification approve through HDOT and Federal Highway Administration (FHWA), so it is on the STIP now and available for federal funding. We are in the process of finalizing the project agreement with HDOT and FHWA, which would allow us to start moving forward. We are hoping to get the \$2,000,000 approved as part of this capital budget.

The next project is the Twin Reservoirs. The goal of this project is to update the FEMA maps, in which we are working on consultant procurement. DPW is currently in negotiations with the consultant, and the scope would include the later of map revision, permitting design, and construction support.

The next project is the Wa'a Road Drainage Study. This is an in-house project. There has been some in-house work being done for drainage, and working and partnering with the Grove Farm Museum to try to get this work completed.

The next project is Waewae Road Safety Improvements. This was a guardrail project along Waewae Road that was completed. This was the money bill that transferred moneys over to Dwayne's fuel tanks for Hanalei.

The next project is the Salt Pond Wastewater Improvements. There is a contract that has been awarded to Oceanit to explore and look at the different options for the wastewater system at Salt Pond. The goal of this would be able to have the consultant provide options as to how to handle the wastewater at the park, and then be able to move into a design.

On the bottom of page 7, is the next phase of the Sheltered Bus Stops Design & Construction, which recently went out to bid. I believe they are in the process of executing the contract with the contractor. So this would be happening in terms of going to construction, beginning of fiscal year. That is the Engineering Division.

Committee Chair Kaneshiro:           Okay. Thank you. There are a lot of projects. When we talk about a line item, just mention what page number we are on. Councilmember Kagawa.

Councilmember Kagawa:           Page 4, 'Aliomanu Road, which is the largest one listed that is almost \$3,000,000. My question is, is it to construct a new seawall? So we are talking about the Anahola...is it the road that leads down to Anahola and swings around? Where is 'Aliomanu Road? I think a map would be great for that one or can we provide that later?

MICHAEL MOULE, Chief of Engineering:           For the record, Michael Moule, Chief of Engineering. If you drive on the highway northbound, you go through the town of Anahola right where the store and the restaurants are, just past there on the right is...there are two (2) 'Aliomanu Roads. That is the first 'Aliomanu Road, and that is the one. If you follow that down, you go along Anahola Stream there and then you come out to the beach and ocean there. It narrows to one (1) lane there with barricades, and that is the spot that we are trying to fix.

Councilmember Kagawa:           Are we going to require building a seawall?

Mr. Moule:                               The latest proposal is somewhat of a seawall. It is a revetment more than a seawall. It is not a vertical wall. It is a large boulder revetment.

Councilmember Kagawa:           It is a revetment wall for dirt, not for ocean waves?

Mr. Moule:                               It is a revetment wall to protect the future constructed road from the ocean.

Councilmember Kagawa:           Is this a dirt road that we are talking about?

Mr. Moule:                               No, it is a paved road.

Councilmember Kagawa:           It is a paved road?

Mr. Moule: It is actually the formal original belt road for the island.

Councilmember Kagawa: Former what?

Mr. Moule: Former original belt road for the island.  
'Aliomanu Road was the original road around the island.

Councilmember Kagawa: It is the original belt road?

Mr. Moule: Many years ago.

Councilmember Kagawa: Well, anytime you require a seawall, which is the last resort, you see how disastrous seawalls are on the north shore as we speak. The last thing you want to do, I believe, is to not look at possibly moving away from the ocean so we do not have to put a seawall.

Mr. Moule: That is a very is good point. What we are doing right now actually includes looking at other options. In fact, we have to look at other options because of those very concerns and the issues of putting in a seawall. It is part of the reason why it has been delayed from previous years, because there are concerns about the seawall. We are still looking at it as one (1) of the main options, but there are other possible options as well, but none of them are simple.

Councilmember Kagawa: I just have another short one. Hanapēpē Bridge...

Council Chair Rapozo: I have a follow-up on that one.

Councilmember Kagawa: Okay, go ahead.

Council Chair Rapozo: The \$2,300,000 which was unencumbered, and I am sorry if I missed it when you went through the list, you might have gone through the list. Is the project only going to cost \$592?

Mr. Suga: Negative. DPW is working on finalizing designs as well as permitting that is required. The permitting process will take us through FY 2017, so the idea is that we would not be ready to go to construction in FY 2017, so utilizing the \$2,300,000 to be reallocated, and the 'Aliomanu Road construction would be for the next proposed bond issuance request for construction FY 2018.

Council Chair Rapozo: Okay.

Committee Chair Kaneshiro: Councilmember Kualii.

Councilmember Kualii: There are three (3) line items, the one on page 4, the top one is the one that seems to have all of the money, the \$3,000,000. Is that \$3,000,000 meant just for the road and then there are future millions for the revetment?



Mr. Suga: The \$3,000,000 is slated to support the construction of the roadway and the seawall.

Councilmember Kualii: Okay. Why are those lumped together? It looks like Pono Kai and Moana Kai, they were separate, but these seem to be lumped together.

Mr. Suga: I think originally years back, this particular line item did have funding that covered all three (3) locations and since, they have been separated out to be their own standalone projects.

Councilmember Kualii: What you has said earlier was basically based on the timeline you are moving on? You do not need the moneys now, so you are transferring it?

Mr. Suga: Correct.

Councilmember Kualii: But expect to come back to it later?

Mr. Suga: Correct.

Councilmember Kualii: The talk about the different options, is it already decided that the road will be improved and the revetment wall will be built?

Mr. Moule: No, it is not.

Councilmember Kualii: Okay.

Mr. Moule: We do not know that for sure. That has sort of always have been the plan. We have to go through the permitting process in order to do that, and in order to go through the permitting process, we have to explore other options, which is part of the current effort.

Councilmember Kualii: I do not know how these decisions are made as far as...obviously to serve the community, but to maximize the product, the cost, and what have you. But obviously years ago the when the hurricane destroyed part of the road, it was never reconnected all the way through.

Mr. Moule: One of the other options is to reconstruct the bridge at the stream crossing. Right now, there are two (2) 'Aliomanu Roads that are separated by a stream crossing, which used to have a bridge there. So one of the other options beyond reconstructing the road where it is a one (1) lane road now is to reconstruct the bridge at the stream crossing. Other alternatives would be to reconstruct the road more *mauka* of where it is as Councilmember Kagawa suggested a moment ago. On land, it is not...

Councilmember Kualii: There are roads right above, right, that service the *mauka* neighborhoods?

Mr. Moule: They are right above, but they are two hundred (200) feet above.

Councilmember Kualii: High above?

Mr. Moule: Yes.

Councilmember Kualii: But you are looking at all the options?

Mr. Moule: It may be one hundred (100) feet, but very high above.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: You may have answered my question, but I was curious about the alternatives that you are looking at. You are saying one is reconstructing the bridge across the stream that comes out between the two (2) roads?

Mr. Moule: If we cannot move forward with reconstructing the road where it is with the revetment, which is what our primary option is right now, that is one (1) possible option.

Councilmember Yukimura: Although...

Mr. Moule: The challenge is that we have thirty (30) or so homes in there that would have no access if this road goes away. So we have to figure out some way to give access for the residents.

Councilmember Yukimura: Right. With the issue of climate change and the recent reports I saw about how it is actually accelerating, the seawall that you build could arguably be at-risk within a decade of you rebuilding it. To me, that is problematic to put \$3,000,000 into something that might be in jeopardy in ten (10) years. Do you have three (3) options that you are looking at?

Mr. Moule: Roughly speaking. There are a whole lot of different possibilities for connecting a road more *mauka*, but this current effort is not to look at those in detail, but we recognize that those are possible options if we cannot move forward with the revetment project.

Councilmember Yukimura: I recall asking about looking at the *mauka* road alternative several years ago, and the Administration at that time was not interested, but now you are doing it?

Mr. Moule: Again, our primary effort is to move forward with the revetment with the road roughly in its place where it is now, but we recognize that as we get further into it, we may not be able to do that. So we recognize that there are other options that we need to be looking at as well.

Councilmember Yukimura:                      And that is very good. Thank you.

Committee Chair Kaneshiro:                      Any further questions?

Council Chair Rapozo:                      How long has that funding been in place, the CIP project? That would help in the future. I am not going to ask for it now, but to show how long this has been on the books. This project has been there for quite a while, right?

Mr. Suga:    Correct.

Council Chair Rapozo:                      The question is why? I think it is a priority, I would think, because that does service residents. I guess I am concerned “currently working on professional service procurement,” how long have you been working on professional service procurement or is it not a priority?

Mr. Suga:    I would definitely not say it is not a priority. Councilmember Kuali'i did bring up...originally, this project item was lumped in with Pono Kai and Moana Kai Seawall. It was three (3) projects in one (1), and it was almost simultaneous effort going on all three (3). Since I have come on-board, they have been since separated to the point where I know there has been work being done on 'Aliomanu Road and we are actually at the stage where one of the proposed options can be moved towards final design. This permitting that Michael folks are working on is integral. I think it is with Army, I believe, the permitting?

Mr. Moule:    And then the State.

Mr. Suga:    And the State, yes. I certainly would not say that it is not a priority. I would say this is a priority.

Council Chair Rapozo:                      It is a priority, but how far along are we? It says “currently working,” do we have procurement going out?

Mr. Suga:    We currently have a consultant on-board assisting us with some of the options that Michael is talking about with the various agencies, so there is a consultant.

Council Chair Rapozo:                      This road has been an issue way before all of you were in the county and we have lost homes on that road because of the road. When I see the removal of those funds I get kind of concerned like do you know what? If the money is there, I think it is more of an incentive to get done. I think that is one of the roads that we need to work on. That is my opinion, because it seems like every year we talk about it, every year we talk about what we are going to do, but I do not know how far away we are. Realistically, how far are we from getting that road fixed?

Mr. Suga:    I was trying to forecast forward. The idea was in talking with the Engineering Division, we were not be ready to go to construction in FY 2017 and again, trying to utilize the funding for other projects.

Council Chair Rapozo: Yes, but what is the holdup for not getting this done in Fiscal Year 2017? If it is a priority, what is preventing us, and I am not just saying from today, because this project has been on the books for a long time. Why are we not where we should be with this project?

Mr. Moule: I will try to answer that question. I think what happened with this project is as you have heard from us before, and you heard a little bit from Doug as he was talking about his projects a few minutes ago, the Engineering Division went through a timeframe in 2013, where we lost five (5) staff including senior level staff and mid-level staff. This was before I came on-board. This project fell by the wayside during that time, unfortunately. What happened with that, and we found this out, if I recall correctly, the DLNR permits that were in place effectively expired in January of 2014, if I recall. Do not quote me on dates because I am not exactly sure, but it has been a couple of years now. We could not move forward with the project as permitted and mostly designed at that point, because of that delay with this project. So we are picking up the pieces and trying to get this thing back out. Unfortunately, we have to through a lot of processes again. It is not a good situation, we recognize that, but we are moving as fast as we can to get it done at this time.

Council Chair Rapozo: So it is only a coincidence that \$2,300,000 that is taken from that project and \$2,000,000 is added to the TIGER grant? Is it a coincidence or is that...

Mr. Moule: We could not get this project to construction in Fiscal Year 2017. It would not be possible.

Council Chair Rapozo: Yes, and you would not get the Rice Street done either in 2017. I am just trying to prioritize these. Tell the residents of 'Aliomanu Road, because they have been waiting for a long time, and every budget year, I sit at this table and we talk about it and we approve the funding. I am just looking that it is convenient that \$2,300,000, we take it out of a project that we need to get done, and then of course, we need the \$2,000,000 for TIGER. I just hope it is a coincidence and it was not done because we want to push TIGER before we take care of the residents of 'Aliomanu Road.

Mr. Moule: It was not done in that way for this project. With what we still have to do to get this project to construction, we could not get this project to construction in 2017.

Council Chair Rapozo: Okay.

Mr. Moule: It is just not possible.

Council Chair Rapozo: Thank you.

Committee Chair Kaneshiro: Any further questions on this line item?  
Councilmember Kagawa.

Councilmember Kagawa: Thank you, Chair. I had a question. I saw the Hanapēpē Road Resurfacing project on the top of page 5. Are we doing Complete Streets concept, and is that in the town of Hanapēpē Town?

Mr. Suga: Correct.

Councilmember Kagawa: So is the whole town going to be redone?

Mr. Suga: Correct.

Councilmember Kagawa: Complete Streets.

Mr. Tabata: From Kaumuali'i Highway to Kaumuali'i Highway.

Councilmember Kagawa: All the way?

Mr. Tabata: Yes.

Mr. Suga: Through behind Salt Pond Country Store.

Councilmember Kagawa: Excellent, and you and Ken grew up with me down there. But does it include the road as you turn off Kaumuali'i Highway to Hanapēpē Stadium? That road is in really bad shape. I thought that was called Hanapēpē Road, too. Is that on the list of CIP projects for road resurfacing?

Mr. Suga: I believe that road is slated and identified to be part of the next road resurfacing.

Councilmember Kagawa: Thank you. That road is in really bad shape and of course with all of the fields there, people go there daily.

Mr. Tabata: This project is one of the projects that we looked at early on, and we did a design charrette with the community. We had fantastic engagement from the community. We did the charrette over three (3) days and a lot of the input that was brought to us was maintaining the historic value of the town, and part of the issues with this project is that we need to straighten out of the right-of-way in the town because I believe when the town was originally founded, it was horse and buggy, so the buildings were built to a certain property line. In fact, there are two (2) buildings that encroach on the County's right-of-way. We have some work to do, but we want to straighten it out so that we can make it safer, and with the revitalization with Friday Night Art Night, this is a perfect example of an economic recovery model that we can bring to the community, and we are going to help fix the infrastructure so that all of the activities going on can be legal and we can redraw the lines with them, and with their agreement, create some safety measures that can really help enhance the exposures that those activities bring with them.

Councilmember Kagawa: Great job. We have another project listed. I am going to ask Hanapēpē Bridge, I just heard last week there was a meeting by the Department of Water informing the people who are concerned about Hanapēpē Bridge being fixed, that they are going to attach a twelve (12) inch water line to the bridge, which we already have seen in pictures that is in dire need of repair. My question is simply, knowing that we are going to do the repair work, we are going to add the weight of a twelve (12) inch line, is the bridge going to be sufficient being that it is not a new bridge, and that it is an old bridge we are fixing up? Can it hold the weight and necessary attachments that the twelve (12) inch water line is going to be made? If you can elaborate on why we need that water line attached to the bridge.

Mr. Moule: There already is a water line on the bridge, and this is just making a larger one.

Councilmember Kagawa: Putting a larger one?

Mr. Moule: Yes, replacing the old smaller one with a larger water line. There would potentially be more weight with that. We have met with the Department of Water on this, and my understanding is what they are proposing is that the water line would go roughly where it is today, which is within the actual parapet walls adjacent to the roadway right at the *mauka* side of the bridge. It is there. It is hard to see now because it is kind of small, but the new one will be bigger. It will still allow for traffic and pedestrian movements through on that road, the bridge today.

Councilmember Kagawa: I just want assurance that your department and the residents, that attaching a larger water line to a bridge that is heavily deteriorating over one hundred (100) years is sufficient to handle the necessary supports and weight of a larger water line.

Mr. Moule: Yes. We are working with the Department of Water. We have reviewed their plans and our bridge engineer said this should work. We will get a second opinion before that gets done, because we will have the bridge inspection consultants that we have every two (2) years. We will work with them as well before the Department of Water finalizes that project.

Councilmember Kagawa: Like I said, I am not a structural engineer or a bridge engineer. I am nothing. I am a layperson. I just want to make sure that if we need additional repairs or supports that needs to be done in addition to this support to handle the Department of Water's request, that we do it and we do not just say, "Well, we had a smaller line there. I am sure the bigger one can handle it." I want to make sure that our road improvements going through the bridge is not going to fall.

Mr. Tabata: That is a good point, Councilmember Kagawa, and that is why we are pushing and need to complete those bridge repairs that we have scheduled. We want to get to construction and get them done, so that we can extend or prolong the life of what is existing, and in addition, handle this. We are also trying to work with the

Department of Water to work with us because they intend to replace the line all the way through the town, and we want to do our two (2) projects concurrently.

Councilmember Kagawa: Right on.

Mr. Tabata: We have some issues that we need to work with them, and we want them to work closer with us. We are getting them to the table with us. Be assured that we are extremely aware and we are doing everything in our means to work closely with them.

Councilmember Kagawa: You have a voice on the board now, right?

Mr. Tabata: Yes.

Councilmember Kagawa: Okay. Thank you.

Committee Chair Kaneshiro: Councilmember Kualii.

Councilmember Kualii: Just hearing this discussion, it makes me think that it would be interesting to see multi-years because you are saying that this...and it is worded Hanapēpē Road Resurfacing, but it is more than just the road resurfacing when you talk about incorporating Complete Streets concepts. The bridge, the road, and sidewalks, are there concrete sidewalks planned for the interior of Hanapēpē Town? When you said Kaumuali'i Highway to Kaumuali'i Highway, did you mean along the cliffs where the bougainvillea is all the way by the ReStore store?

Mr. Tabata: One of the concepts that was brought forward to the community was creating a gateway. On the Līhu'e side of the road or the 'Ele'ele side of the entrance into Hanapēpē Town, they have a nice sign and landscaping; however, they saw other models that were presented to them and they want to consider those. When we do have a consultant on-board to start and complete the final design, we are definitely going to go back into the community and say, "This is it. We are going this final design. We want your input," and finalize that. So yes, those improvements are all part of it.

Mr. Moule: Let me answer your question about sidewalks.

Councilmember Kualii: You said something about community meetings now though, not after the final design.

Mr. Suga: For the conceptual design.

Councilmember Kualii: The \$18,000 is for the conceptual designs?

Mr. Moule: The contract we have is ultimately...the consultant we have on-board now, will do the final design. I cannot remember exactly where we are on the phasing as far as what they have been given notice to proceed on which phases. They are doing a survey and sort of a detailed conceptual design based on the survey. Prior

to this, they did a very rough conceptual design based on the initial public meetings that we had in late 2014, if I recall correctly. Then, they will move on to the final design.

Councilmember Kualii: So it is so early that you do not know how many years and the total cost?

Mr. Moule: This is a STIP. We have an estimated total cost.

Mr. Suga: The estimated total cost for Hanapēpē Road is \$3,100,000 in FY 2018.

Councilmember Kualii: How many years?

Mr. Moule: Fiscal Year 2018.

Mr. Suga: This is a STIP funded project, so eighty percent (80%)...

Councilmember Kualii: This year and the next fiscal year, and then it will be done?

Mr. Suga: We go to construction in FY 2018.

Councilmember Kualii: Okay.

Mr. Moule: To answer your question about sidewalks, the community was very concerned about maintaining the feel of the street and did not want continuous concrete sidewalks through the town. Most of what is being proposed would be done through restriping with marked pedestrian walkways that are integrated in different ways with the on-street parking that exists. We are also looking to maximize the amount of on-street parking especially near the areas where the businesses that are frequently used by both walking and driving to those businesses.

Councilmember Kualii: So just to connect it all in one last piece, is it not true also that the community in the Hanapēpē Heights wants to be able to connect, so how are you connecting them? If a full concrete sidewalk is not practical, are you doing something else? Right now, when you see people walking along the road, it is like a cutoff from the pavement into the dirt, it is un-level, and the water gushes down. I know it is something that has been talked about for years, but it would be a shame if the whole community sees all of these things being improved and the basic thing that just connects that whole neighborhood down to the town is not addressed, especially if you are doing it in a small way with a trail instead of a sidewalk or whatever, that you make it a priority and do that first.

Mr. Tabata: Part of that project, we initially committed in prior years to complete the sidewalk going up to Hanapēpē Heights, and we are still in the process of planning that work to get done.



Councilmember Kuali'i: Is that showing up in this budget in any way?

Mr. Tabata: Not yet. We have the planning money that was talked about to go from Hanapēpē Town to Salt Pond.

Councilmember Kuali'i: It would make sense that it be part of this because it is all the connection. In many ways if you think about it, you have 'Ele'ele, you have Hanapēpē Heights, Hanapēpē Town, and Hanapēpē Valley, and to leave out Hanapēpē Heights would not be cool. They are all one (1) community and they all to get to town and connect. That is what Complete Streets is.

Mr. Moule: Absolutely. We recognize that. We cannot integrate it with this particular project because of the federal funding aspects on Hanapēpē Road; however, we are working within the various division in DPW about finding out what the best way is to get that sidewalk down Moi Road from Hanapēpē Heights to...

Councilmember Kuali'i: But do not take too long. It has to be part...

Mr. Moule: We are trying to get the timing to coordinate.

Councilmember Kuali'i: Thank you.

Mr. Moule: That is our effort.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: I want to support the idea of Moi Road. I made a request over fifteen (15) years ago, so it would be nice to see it happen. The other side too, and did you mention the town going up to 'Ele'ele Elementary School? You can call it a goat trail, I guess, but it is a trail from the old town going up to the school. I want to share that it came up in the General Plan discussions and community meetings that were held in Hanapēpē because that is a short distance. You could even have parking up at the school and people could walk down if it was safe. It is a really critical link over time.

Mr. Tabata: Yes, because it is not part of the existing travel way...as you are all pointing out, there are many projects that can dovetail off of this. This Hanapēpē Road project is, I believe, the genesis and there is going to be more projects that can dovetail off of it much like what we felt Hardy Street was going to be the base. Now TIGER and others would emanate from. You are bringing up some great points. The pedestrian pathway to the school was brought up in the charrette, but right now, we are constrained to the existing travel way that the federal funding will cover, and then as we advance, we apply for and receive the grant funding to do the west side paths. Many projects will dovetail off of this first project. We are making note of your comments. We already received several for these projects and we are planning that.

Councilmember Yukimura: Yes, thank you. I agree with you that this is the core piece. I do not think we are complaining that it is not a part right now, but it would be in the future.

Mr. Tabata: Right, that pedestrian path is DLNR land.

Councilmember Yukimura: Which pedestrian path?

Mr. Moule: The one to the school.

Mr. Tabata: To the school, so we need to pull them into the circle and engage them.

Councilmember Yukimura: There are many things to develop.

Mr. Tabata: Right.

Councilmember Yukimura: Great. Thank you.

Committee Chair Kaneshiro: Council Chair Rapozo.

Council Chair Rapozo: Maybe Councilmember Yukimura is not complaining, but I am because Moi Road, what is the holdup? Councilmember Yukimura is right. She asked fourteen (14) years ago or fifteen (15) years ago. I asked for many years, and what is the holdup of Moi Road? Does anybody know? The people up there have been asking forever. It is one (1) sidewalk that goes...I heard all kinds of ADA and whatever the grade, or whatever the case is, why can we not do Moi Road? That is a County Council initiative. We had requested it year after year and it never gets done, and that is frustrating. It is frustrating for every time we have to go to the west side and listening to the people say, "When are we going to get our sidewalk?" They do not complain. They do not go to the meetings. They do not come here and testify, but they deserve that, too. I guess it is frustrating for me. We go to Community Development Block Grant (CDBG), we put the walkway between the place in Līhu'e, and we are doing all of this work when these people only...and most of them are elderly because they want to get to the town. Somebody needs to know how much it would cost to finish up that sidewalk, because I am thinking of cutting from the budget and put it towards that because I do not know how else to do it. We can ask and ask. Maybe if we take something of importance out, then maybe we can get the Administration's attention. I do not know. How much is the sidewalk on Moi Road? Does anybody know? In all of the years we have been asking, somebody must have looked at it. Does anyone know?

Mr. Moule: We had a rough planning estimate for that as part of the GET effort.

Council Chair Rapozo: We are not talking GET. How much does it cost?

Mr. Moule: It is not a significant cost. It is probably about \$120,000 based on the planning...

Council Chair Rapozo: If I take \$120,000 out of one of these projects, do you think we would get it done?

Mr. Moule: Well, I would have to defer to Lyle on that question.

Council Chair Rapozo: I would just like know what we can do to get it done?

Mr. Moule: It is one I feel is a priority, and we would like to get done. There are different potential ways that project could be built, and I think we want to work on that within our division of DPW.

Council Chair Rapozo: I hear that every year, and I am getting tired. Again, this is our opportunity to share ours...but it is every year that it is the same. We do not ask for much. The people up there do not ask for much and do not take any of this personally. I am just frustrated because it goes back way before you folks were here, but nonetheless, these people see all of the things that are happening everywhere else and they cannot get a sidewalk. It is frustrating. I do not know what to tell them already. What am I going to tell them? I have run out of excuses. It is not about the money because they can see all of the money that we are spending on projects. I do not know. Nadine, I know you are listening. Get the Mayor to say, "Let us do it," because I am seriously looking at cutting some of these projects until the Council initiatives can get done, because I do not know how to get the message across. It is not for me, I do not live up there. None of us live up there. You folks all hear it. I know the Mayor hears it every time he goes to the west side. I am just suggesting, please try to get that down, \$100,000, \$250,000, Lord have mercy. Thank you.

Councilmember Yukimura: Follow-up.

Committee Chair Kaneshiro: Keith lives there, too.

Mr. Suga: I do. I know exactly what you are saying Council Chair.

Committee Chair Kaneshiro: Councilmember Yukimura.

Council Chair Rapozo: Actually, I am talking over you folks so Nadine can tell the Mayor. That is where it sits. I realize that you folks do not make this list.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: In the study of the multi-use path from Hanapēpē Town to Salt Pond, Moi Road was also talked about because it connects, so you do not have

to do any engineering. You can just pretty much...is it really about \$150,000 to put a sidewalk in there down to the town?

Mr. Moule: Simply based on the costs of doing a five (5) foot wide concrete sidewalk, for example, it should be about that much. In this case, I do not believe there is a drainage issue because I believe there is a valley gutter there. So it should be a manageable project with not a significant amount...there is some engineering that would have to be done with respect to how the connections work at the intersections and making sure those are ADA compliant. In the past, one of the reasons this project could not be done was because it could not be built because the road is too steep. That is not true under current ADA guidelines, so we can build it, and that is relatively new information for this department. We want to move forward with the project.

Councilmember Yukimura: If you are thinking sidewalk, you would accommodate and make sure that bicycles are also part of it too, or is the road not frequented enough so that the road itself could serve as a good bikeway?

Mr. Moule: We have not explored that too much. We could look through that as well. I think there are several things to think about; one, if the traffic and the (inaudible) volumes are low enough perhaps, for bicycles and motorists to share, may be reasonable. We would have to look at the counts to see if that is in this threshold or not. There may be potential to restripe the lanes a bit to get a bike lane going uphill where bikes are going slower like we have done in other locations, and then of course, bicyclists can ride on sidewalks. It is legal to do when you are outside of business district. So people could ride uphill on the sidewalk, for example, with pedestrians and downhill on the roadway. So there are possibilities there.

Councilmember Yukimura: There is great potential for connecting the communities from Hanapēpē Heights down to the town to Salt Pond, so if you folks can somehow include it in plans of the multi-use path as little bit, that would be good. I love the idea of a sidewalk too.

Mr. Moule: And I would hope that we could do it before the multi-use path.

Councilmember Yukimura: Right.

Mr. Moule: I think there is potential for it. We will work on it.

Councilmember Yukimura: Okay. Great. Thank you.

Committee Chair Kaneshiro: Any further questions on the Hanapēpē Bridge or roadwork? If not, we will move on to another line item.

Councilmember Yukimura: I have a question for another item.

Committee Chair Kaneshiro:           Okay. Councilmember Kuali'i.

Councilmember Kuali'i:           Just a quick one because it seems like a little fish out of water here. What is this Bicycle Safety and Education \$27,000? Is there a separate fund called the Bikeway Fund? How come it is not just part of Special Trust Funds for Parks and Playgrounds?

Committee Chair Kaneshiro:           What page number?

Mr. Suga:                               Page 4.

Councilmember Kuali'i:           In the middle of page 4. Is that something like a community grant that we would give out for an organization to do the education?

Mr. Suga:                               Correct. My understanding is Bikeway Fund accumulates funds through bike licensing. I believe the purpose of this fund is to promote education bike safety, such that this particular line item would be like as a grant, if you will, through Kaua'i Path or somebody like that.

Councilmember Kuali'i:           Who manages that? Who is in charge of that?

Mr. Moule:                            The project manager is Lee Steinmetz.

Councilmember Kuali'i:           So out of the Planning Department, our Transportation Planner?

Mr. Suga:                               Correct.

Councilmember Kuali'i:           Okay. Thank you.

Committee Chair Kaneshiro:       Councilmember Yukimura.

Councilmember Yukimura:       On 'Anini Bridge, you said you are planning an evaluation. I just wanted to understand more.

Mr. Moule:                            So we are moving forward...I have been out on vacation for a week and a half, so I do not know exactly where we are. But we are on the cusp, if we have not already, signed the contract. We are either very close or we have already signed the contract with a geotechnical firm to do exploration of the soil conditions in that area in order for us to figure out what kind of bridge is. Right now, it is a large concrete box culvert that is literally settling into the sand. We have been doing that for decades from what I can tell. We need to figure out how we would support a bridge, or culvert, or what will last and not do that again.

Councilmember Yukimura:       I see. Where exactly is that bridge?

Mr. Moule: It is on 'Anini Road. There are actually about four (4) bridges on 'Anini Road that are all of similar design.

Councilmember Yukimura: Around the park?

Mr. Moule: This is the largest one. It is before the park.

Councilmember Yukimura: Okay. Just beyond the curve?

Mr. Moule: If you go there now, you will see that we have narrowed the bridge to a single lane for structural benefits to keep...and we put a lower weight limit like we have talked about in the past for the bridges, to reduce the load on the bridge so that it does not deteriorate while we do our project. You will see it if you go out there, that it is the one place where it is a single lane. It is maybe a quarter mile or so from when you get down to ocean level roughly, and it continues towards the park.

Councilmember Yukimura: Great. Thank you.

Committee Chair Kaneshiro: You can continue on, if there are more questions for the Engineering Division. Any other line items? Councilmember Yukimura.

Councilmember Yukimura: What is the status of Kōloa-Po'ipū Intersection Improvements? Those are fairly small moneys, but do you have specific projects or do you just have it as it as additional moneys for places where you do work?

Mr. Moule: These are funds that are paid for by developers and the Development Fund.

Councilmember Yukimura: Right.

Mr. Moule: Our plan right now is to use these funds along with county funds, to match the Po'ipū Road Multi-Modal Improvements, which is shown on the next page, I believe.

Councilmember Yukimura: Okay.

Mr. Suga: The Po'ipū Road project that Michael is speaking of is a STIP project that is programed for construction in FY 2019.

Mr. Moule: It is on page 4. Sorry, it is somehow not in alphabetical order for some reason.

Councilmember Yukimura: Is the design for the project completed?

Mr. Moule: No. If you go back to page 4, you will see that we are negotiating with the consultant on a design contract at this time.

Councilmember Yukimura: Can you say who the consultant is?

Mr. Moule: We cannot at this time.

Councilmember Yukimura: Okay. I have a question about the Līhu'e Mauka Road Feasibility Study, which is complete now, so can we get copies of it?

Mr. Moule: Yes.

Councilmember Yukimura: Okay, please provide that.

Committee Chair Kaneshiro: Councilmember Kualii.

Councilmember Kualii: On that same one, does this include smaller improvements like striping and putting in a crosswalk?

Mr. Moule: You mean the Po'ipū Road Multi-Modal?

Councilmember Kualii: Yes, the road improvements whether it be the multi-modal improvements \$333,000, or the Kōloa-Po'ipū Intersection. Is that intersection improvements to multiple intersections or one (1) particular one?

Mr. Moule: We are likely to use those funds to match the Po'ipū Road project. They are going to be joined with these funds on page 4 as the county match for federal funds. That is our most likely use of those funds. We could theoretically use them for something else, but this is a needed project. It is a very large and long project, and so we know that we are going to need a lot of funds for that, both local funds and federal funds. We will likely use those to match. It does include things like minor things like crosswalks. I owe you a Council response to a request on Po'ipū Road at Puka Street.

Councilmember Kualii: Okay.

Mr. Moule: That, we are going to do sooner. That is the one that Keith mentioned as part of...

Mr. Suga: On the Complete Streets item.

Mr. Moule: Yes.

Councilmember Kualii: That is what I was getting at. I was hoping that if it is a smaller thing that is going to go ahead and it is not going to wait for the big plan.

Mr. Moule: We are planning to do that this summer, roughly speaking.

Councilmember Kualii: Because I have at least one (1) constituent who has been on me.

Mr. Moule: Yes. I owe you a written response on that. I will try to get it as soon as I can.

Councilmember Kuali'i: Okay. Thank you.

Mr. Moule: That one, we are hoping to have done this summer as part of these other projects.

Councilmember Kuali'i: And on behalf of our neighborhood.

Committee Chair Kaneshiro: Any further questions for the Engineering Division? If there are no further questions, we are going to move on to the Roads Division. Thank you, Engineering Division.

Councilmember Yukimura: Oh, I have one (1) on the bus stops. Do you have a list of the bus stops that are going to be done?

Mr. Suga: As part of the Phase II Improvements for the Bus Shelter project, I believe the bids came in. There are seventeen (17) locations that will be incorporated into this next phase. I do not have the locations off the top of my head here, but that certainly can be provided to you.

Councilmember Yukimura: Do you know whether Elepaio Road-Kala Road or Elepaio Road-Io Road shelters are on there?

Mr. Suga: I believe they are, but I would like to...

Councilmember Yukimura: So you are going to provide that list, please.

Mr. Suga: Yes.

Councilmember Yukimura: Okay. Thank you.

Councilmember Kuali'i: Let me just add since she went there, I have to speak up on behalf of Anahola, because both of our stops on the highway, which everyone sees every day, is very highly used and we have *kupuna* that are out in the sun.

Mr. Suga: Yes, definitely.

Councilmember Kuali'i: They are saying, "Well, we see all of this happening in Līhu'e and in other places, what about Anahola?"

Councilmember Yukimura: I believe Anahola is on there.

Mr. Suga: I believe so, too. We will provide the list of locations.



Councilmember Yukimura:            Wonderful.

Councilmember Kualii:            Thank you.

Councilmember Yukimura:            Thank you.

Mr. Suga:    For the Roads Division, a lot of FEMA projects have been completed, and DPW is working on closing out the fiscal side of those. The one thing that Ed does have an open contract on is for the Hanapēpē and Waimea levees. Currently, we have contractor on-board, and the note I have here is incorrect. It says, “Anticipate contractor restarting work in March 2015,” which it should be March of this year. Ed can speak to more of the specifics of the work remaining, but that is the only remaining Road Division’s CIP project.

Committee Chair Kaneshiro:            Are there any questions for the Roads Division? No questions? I have one (1) quick question. Is there a way to do bond funds? Actually, we had it coming out of the Engineering Division. Never mind. I answered my own question regarding major road improvements and bridge improvements, but we saw it come through already. Councilmember Kualii.

Councilmember Kualii:            I think it was yesterday that somebody talked about the levees and how horses and vehicles going up on them could cause problems. Is it all gated and protected? Do we need moneys to put in more gates?

EDMOND RENAUD, Chief of Field Operations & Maintenance:            I am going to say good morning, Councilmembers. We have all of the gates and what not, but there are some bikers that we do not know who, go from the side of the slope and up. As for the vehicles and what not, I have not seen any, not even my people, and so have been looking into that scenario.

Councilmember Kualii:            Thank you.

Committee Chair Kaneshiro:            Are there any further questions for the Roads Division. We will move on to the Solid Waste Division.

Mr. Suga:    The Solid Waste Division is on page 8. Kekaha Landfill Gas Collection and Capture System. If you remember, this was a project that is going to be funded through SRF, so the \$5,000,000 that is in the current year budget is being put back into the closure fund.

Councilmember Yukimura:            Back into the what?

Mr. Suga:    The Landfill Closure Fund.

Councilmember Yukimura:            Oh, I see. Okay.

Mr. Suga: The next item is the Kekaha Landfill Cell II. Currently, we have a consultant on-board working on finalizing the design for the lateral expansion. This is also something that, as mentioned in the opening, the Solid Waste Division is going to utilize SRF funding for the final design as well as for the construction.

The next project is the Kekaha Landfill Closure. The Solid Waste Division was able to complete the leachate modifications, remaining funds were going to be used towards assisting some of the Global Command and Control System (GCCS) design work that is currently ongoing.

The next item on top of page 9 is the Materials Recycling Facility (MRF). The consultant is currently working on the Environmental Assessment (EA), so that is ongoing and the projected date for the final EA is end of May. The remaining funds can be used towards final design for this project.

The next project is the New Landfill & Resource Recovery Park. As Lyle had indicated in his presentation for the Solid Waste Division, this year we have completed the Wildlife Hazard Assessment Report, we are currently working with HDOT, and working towards the Management Mitigation Plan, which would be the next step.

The next project is the NPDES Compliance. This is work to meet NPDES requirements at the various transfer stations. The Solid Waste Division has been working with the consultants to complete the construction documentation for the various transfer stations across the island. As part of the next bond issuance, this is a project being considered for inclusion with that bond issuance to support the construction, and that is the Solid Waste Division.

Committee Chair Kaneshiro: Are there any questions on any of these line items? Councilmember Yukimura.

Councilmember Yukimura: I am sorry. I missed the last item. What you were talking about?

Mr. Suga: NPDES Compliance. This is work at various transfer stations to get within NPDES compliance, stormwater. Designs are being worked on and getting finalized, construction documentation will be completed also, and this here is a project that will be proposed for the next bond issuance to cover the construction costs.

Councilmember Yukimura: I have been very concerned about the longevity and the functionality of our transfer stations, and we are going to spend a lot of money to get a NPDES permit. Do we have any plans in the future for renovation, repair, or change in the design of our transfer stations for better functionality, et cetera, and do we have to go out for new permits?

TROY TANIGAWA, Environmental Service Management Engineer: Troy Tanigawa, for the record. Whenever we do a major construction where it changes how we operate, we have to go in for a permit modification, but we do plan to consult with the

Department of Health. It does not matter how big the project is. We will coordinate with them to make sure that we have their comments.

Councilmember Yukimura:                      Okay. Do we have plans for renovation and updating modernization of our transfer stations?

Mr. Tanigawa:                                      Right now, the transfer station that...yes, we do. We are looking at ways that we can improve things at the various transfer stations. The major project right now is this NPDES project, where we will be making improvements so we can better manage the stormwater that occurs at the site, and also some of the industrial water that is created during the operation. We want to be able to better manage the leachate, which is water that comes into contact with solid waste, so that there is no chance of discharge.

Councilmember Yukimura:                      What about dovetailing the recycling and making everything a one stop shop like I have seen on Maui so that we are really thinking globally about all solid waste activities?

Mr. Tanigawa:                                      Yes. At some of the sites, we have sufficient space within the property lines, but for someplace such as the Hanalei Refuse Transfer Station, to increase services at the site, we will more than likely require us to expand the boundaries of the property. We have looked at how we can maximize the area that we have available to us now and then where we want to go in the future. With expansion of services, we will have to come to an agreement with the property owner on additional areas, if we need it.

Councilmember Yukimura:                      Have you looked at the projections of growth for the north shore and accommodating the next ten to fifteen (10-15) years of need?

Mr. Tanigawa:                                      Yes. For the major material quantities that we handle there, mixed waste and green waste, we are looking at addressing those parts of the operation immediately with this upcoming construction project. As far as the mixed waste portion is concerned, we feel that the current compactor system that we have there now needs attention as far as refurbishing the mechanism that we have in place now. There is corrosion and whatnot that needs to be addressed, but we have enough capacity with it, so there should not be any major changes with that. The change we are looking...

Councilmember Yukimura:                      For the next ten to fifteen (10-15) years?

Mr. Tanigawa:                                      Yes. The biggest change we are looking at is how we manage green waste. We are looking at increasing capacity by creating a system that is similar to how we manage the mixed waste by using the larger sized trailers and having a tipping area similar to what we have either in Kekaha or at the Lihue Refuse Transfer Station, where we discharge directly into the trailers.

Councilmember Yukimura:                      Do you have enough space for all of that or are you looking for another site?

Mr. Tanigawa: We have another space currently at the site to do what we want to do for green waste.

Councilmember Yukimura: For green waste. So you are not looking...but I thought I heard you are thinking about needing to expand, and you have to talk to the landowner?

Mr. Tanigawa: Well, that is for future expansion of projects.

Councilmember Yukimura: That is not for the next ten to fifteen (10-15) years?

Mr. Tanigawa: Not for green waste and not for mixed waste, but there are other services that we provide there. For example, the Kaua'i Recycles drop bins are housed the Hanalei Refuse Transfer Station. We have looked at expanding our used oil program and used cooking oil program to the site. We also take in scrap tires, white goods, scrap metal, and this upcoming project will also address those things. As far as the immediate need and the programs that we have at the site now, we have sufficient capacity and sufficient area to house the capacity that we need, or areas that we need to receive materials.

Councilmember Yukimura: Do you not need to talk to the landowner about expansion?

Mr. Tanigawa: As I mentioned, if we want to expand in the future to more programs, like there is always talk about additional HI-5 Recycling beverage container redemption type of operations to make a one stop shop, for example. We would have to get additional land do something like that.

Councilmember Yukimura: Okay, so you are saying if we want to. So you do not have plans right now or think we need to expand in that direction right now on the north shore?

Mr. Tanigawa: Not yet.

Councilmember Yukimura: Okay. What about the Kapa'a Refuse Transfer Station?

Mr. Tanigawa: Kapa'a Refuse Transfer Station...

Councilmember Yukimura: Is that one of those covered by the NPDES project?

Mr. Tanigawa: Yes.

Councilmember Yukimura: Okay.

Mr. Tanigawa: We have a pretty good sized property to work with at the Kapa'a Refuse Transfer Station.

Councilmember Yukimura: Good.

Mr. Tanigawa: We want to look at the major improvement and actually the first site to do major improvement to change how we accept mixed waste as well as green waste, and manage the other programs as well. So that will require a larger CIP type of project to accomplish that. For now, we are basically just looking at making improvements to better manage the leachate.

Councilmember Yukimura: When do you plan to bring the larger projects? What is the timeframe; next year, the following year, the next five (5) years?

Mr. Tanigawa: We have not decided that with the Administration on the timeline. As far as major improvements, I want to say Kapa'a Refuse Transfer Station is the priority for us.

Councilmember Yukimura: Kapa'a Refuse Transfer Station?

Mr. Tanigawa: Yes.

Councilmember Yukimura: Okay. Well, maybe you can give us a timetable for it.

Mr. Tanigawa: Okay.

Councilmember Yukimura: Thank you.

Committee Chair Kaneshiro: Any further questions for the Solid Waste Division?

Councilmember Yukimura: I have some.

Committee Chair Kaneshiro: Councilmember Yukimura.

Councilmember Yukimura: Kekaha Landfill Phase II on the bottom of page 8, you mention a GCCS, is that the gas? I did not get what GCCS was?

Mr. Suga: Yes, it was part of the original...

Councilmember Yukimura: Oh, it is right there.

Mr. Suga: Yes. It is part of the design work that was done for the gas collection system, and some of the funding in the closure item was used to support that.

Councilmember Yukimura: Is that project done?

Mr. Suga: The design work is complete, and it is actually working towards executing the construction contract.

Councilmember Yukimura: What is the estimated cost of the construction?

Mr. Suga: \$4,900,000, just under \$5,000,000.

Councilmember Yukimura: Okay. Is that the one we are using...

Mr. Suga: SRF funding.

Councilmember Yukimura: Yes. So, that is the one that is the third to the last?

Mr. Suga: Correct.

Councilmember Yukimura: Okay. When are we...oh, project bid out, so are we out to bid on construction?

Mr. Suga: We are actually ready to award the construction contract to start, and Troy is going to issue the NTP shortly so that they can get started.

Councilmember Yukimura: Who is the company?

Mr. Suga: Goodfellow Brothers.

Councilmember Yukimura: Okay. Thank you.

Mr. Suga: You are welcome.

Committee Chair Kaneshiro: If there are no further questions for the Solid Waste Division, then we will move on to the Wastewater Division, which is our final section.

Mr. Suga: Okay. Wastewater Division. Continuing on page 9 in the middle, Coco Palms SPS. Ed has awarded a construction contract for Cushnie Construction for Phase II work for the carbon system. As he mentioned in his operating budget session, we will be looking at maybe including some funds for exploration of potential solutions across the road on the *makai* side at the various manholes.

The next project is Facilities Reserve. This is a reserve for the Sewer Trust Fund.

The next project is the Kūhiō Bridge Sewer Replacement. This is work that Ed and his people did move forward with doing some investigative camera work to try to develop the scope for the actual manhole repair and rehab. So that is currently in process.

The next project is the Līhu'e Wastewater Treatment Plant Improvements Phase II. This is a new project, a new initiative, for Phase II improvements at Līhu'e Wastewater

Treatment Plant. It is focusing on energy saving improvements and facility upgrades. The Office of Economic Development (OED) had a consultant (inaudible) come out to do some assessment of the wastewater treatment plant and provided recommendations in terms of energy savings, and those recommendations would be incorporated into this design phase. Ed does have SRF funding for construction after the design is completed.

The next project is the Wailua Wastewater Treatment Plant Improvements and Renovations. This is a current effort that is ongoing in terms of Phase II design work at Wailua. Ed anticipates the completion in August 2016.

Page 10 on the top, the Wailua Zone of Mixing Study. This is something that funds have been encumbered. As you can see, there is a couple of consultants on-board that Ed is working through, so that is in progress.

The last item is the Waimea R-1 Water Distribution System. This was part of an Environmental Protection Agency (EPA) grant, and the County provided the appropriate match for this. Kennedy/Jenks Consultants is the consultant that was awarded the contract, and they anticipate completion of their work in January 2017.

Committee Chair Kaneshiro: I know we had a lot of discussion on these items yesterday, too. Are there any questions for the department? Councilmember Yukimura.

Councilmember Yukimura: The Hanamā'ulu Bridge Sewer Main Replacement and Manhole Rehab, which area are we looking at?

ED TSCHUPP, Chief of Wastewater Management: For the record Ed Tschupp, Chief Wastewater Management Division. That is right above the stream, the highway bridge. If you go down where the intersection of Ma'ala Road is in Kapaia Valley and then as you are heading up the hill towards Hanamā'ulu, there is a highway bridge. You are on Kūhiō Highway, from the bottom of Kapaia Valley up towards Hanamā'ulu.

Councilmember Yukimura: Right.

Mr. Tschupp: There is a highway bridge there, and the sewer line comes down along the highway. We had a pretty good size spill a few years back, which caught our attention as well as the attention of the Department of Health. We requested funding to try to tackle what was going on with that. Subsequently, we have put up cameras in that area, and we now have the camera results. We are currently in negotiations with a consultant for design work.

Councilmember Yukimura: I think residents reported some really bad smells, too, over there.

Mr. Tschupp: Yes. That is an area where because the line coming down the hill is kind of steep, there is a fair amount of turbulence and that stirs up odors, and from time to time we have odor complaints. There was a Council inquiry in the latter part of last year about some citizen complaints that also went to the Department of

Health. We worked with the Department of Health and found that one of the manhole lids needed to be reconstructed in the highway, and we were successful. So it was venting, and we were successful in going with our in-house resources to reconstruct the manhole rim so that it got sealed up.

Councilmember Yukimura: So you have investigated it and you are now embarking on designing a rehab project?

Mr. Tschupp: That is correct.

Councilmember Yukimura: Okay. Are we getting any leakage into the stream?

Mr. Tschupp: That certainly is what we are not supposed to be having happen. There have been some smaller spills where you get root blockage in a manhole overflow, then we go out and investigate, and hope that we do not find ourselves with leakage into the river. As a general routine, no, but the spill that we had a couple of years ago that triggered this funding, definitely ended up flowing into the river and then we had to do a bunch of sign posting and some decontamination.

Councilmember Yukimura: There has been a lot of concern about the water quality in Hanamā'ulu Beach. So of course, the question is what the sources are? This project hopefully will at least make sure that it is not this line that is causing problems?

Mr. Tschupp: That is the intent.

Councilmember Yukimura: Okay, and it is not just a quick fix, but it is something that will be pretty a substantial protection?

Mr. Tschupp: The design effort...and actually let me stop for a moment and interject that DOT Highways is currently working on a design replacement of the bridge structure. So one of things we do not want to do is go put a brand new piece of pipe on a bridge that is going to be torn down within the next five (5) years. We do not know exactly at this point, how they are going to do that bridge project. There are a couple of options that we heard them share with us, and they may put in a new bridge next to it on either the *makai* side or the *mauka* side, or they may put in a temporary bridge and rebuild the new bridge right where the existing bridge is. So we are not sure exactly what that looks like, but whatever happens also needs to accommodate what will be a new sewer line on the new bridge.

Councilmember Yukimura: Right.

Mr. Tschupp: I am sure DOT Highways is well aware of that. We are kind of in this area where the problems that we know about, that we can repair sort of come up to the bridge, and we have a bunch of manholes because of the steepness of the slope and the turbulence. A lot of our manholes there are in pretty terrible condition, so I am thinking that we will end up using a resin repair and replacement of the manholes with a



resin kind of based coating system. That will be a lot of work that will be done. We may do a little bit of structural repair on some of the lines, which is why we are currently going into a design process.

Councilmember Yukimura: So you are doing a repair that will take into account the future new bridge that the DOT is planning?

Mr. Tschupp: Yes, we are going to work with DOT as this moves forward.

Councilmember Yukimura: And when DOT finishes its bridge, hopefully your system is going to be pretty intact?

Mr. Tschupp: Yes.

Councilmember Yukimura: Okay. Alright, thank you.

Committee Chair Kaneshiro: Any further questions for the Wastewater Division? It is the last item on our list, and I think we are going to finish just in time before we have to take a lunch and caption break. If there are no more questions...

Councilmember Yukimura: What is the plan for when we come back?

Committee Chair Kaneshiro: We are not coming back today. We are done for today. We got through our items. Tomorrow, we are going come back and we are going to take the rest of the CIP items...

Council Chair Rapozo: Tomorrow we have a Committee Meeting.

Committee Chair Kaneshiro: Thursday, we are going come back and look at CIP for the rest of the departments. Then Friday, we have DPR, which I am sure will be a very long day. We have a lot of questions, so if you want to send bigger questions ahead of time, please send them now so that we can hopefully get them answered here and they are not surprised. That is the plan. There is a Committee Meeting tomorrow, so that is it for today. Thank you for coming out and all of your work. I would like to recess the Departmental Budget Reviews. We will reconvene 9:00 a.m. on Thursday.

There being no objections, the Committee recessed at 12:24 p.m.